

San Francisco Planning Department

160 KING STREET

Final Environmental Impact Report

99.027 E

Draft EIR Publication Date: August 28, 1999

Draft EIR Public Hearing Date: October 7, 1999

Draft EIR Public Comment Period: August 28 to October 11, 1999

EIR Certification Date: December 9, 1999

Changes from the text of the Draft EIR are indicated by solid dots (●) at the beginning of each revised section, paragraph, graphic or table.

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File No. 1999.027E
160 King Street Project
Assessor's Block 3794, Lot 25

SAN FRANCISCO
CITY PLANNING COMMISSION

MOTION NO. 14340

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSAL TO DEMOLISH A BUILDING AT 160 KING STREET (151-161 TOWNSEND STREET) AND CONSTRUCT A NEW OFFICE BUILDING WITH GROUND FLOOR RETAIL LOCATED IN THE SOUTH OF MARKET AREA OF SAN FRANCISCO.

MOVED, That the San Francisco City Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report (EIR) identified as case file No. 1999.027E: 160 King Street, (hereinafter "Project") based upon the following findings:

1) The City and County of San Francisco, acting through the San Francisco Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 et seq., (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").

a. The Department determined that an EIR was required and provided public notice of that determination by publication in a newspaper of general circulation on June 12, 1999.

b. On August 28, 1999, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the City Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

c. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site on or around August 31, 1999.

d. On August 28, 1999 copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, to City agencies, and to the State Clearinghouse.

e. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on or immediately after August 28, 1999.

2) The Commission held a duly advertised public hearing on said Draft Environmental Impact Report on October 7, 1999 at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on October 11, 1999.

3) The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 44-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a "Draft Summary of Comments and Responses" published on November 8, 1999, distributed to the Commission and to all parties who commented on the DEIR, and was available to others upon request at Department offices.

4) The Final Environmental Impact Report consists of the Draft Environmental Impact Report, any consultations and comments received during the review process, any additional information that became available, and the Summary of Comments and Responses all as required by law.

5) Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review at the Department offices at 1660 Mission Street, and are part of the record before the Commission.

6) On November 18, 1999, the Commission reviewed and considered the Final Environmental Impact Report and requested that the Draft Summary of Comments and Responses be revised to more thoroughly respond to comments made on the DEIR. A revised "Draft Summary of Comments and Responses" was published on November 29, 1999 and was distributed to all parties who commented on the DEIR and was available to others upon request at Department offices.

7) On December 9, 1999, the Commission again considered the Final Environmental Impact Report, including the revised "Draft Summary of Comments and Responses," and found that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized and reviewed comply with the provisions of CEQA, the CEQA Guidelines and Chapter 31.

8) The City Planning Commission hereby does find that the Final Environmental Impact Report concerning File No. 1999.027E: 160 King Street reflects the independent judgment of the City and County of San Francisco, is adequate, accurate and objective, and that the Summary of Comments and Responses contains no significant revisions to the Draft Environmental Impact Report, and hereby does CERTIFY THE COMPLETION of said Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.

9) The Commission, in certifying the completion of said Final Environmental Impact Report, hereby does find that the project described in the Environmental Impact Report will have no significant unavoidable environmental impacts which cannot be mitigated to a level of nonsignificance.

I hereby certify that the foregoing Motion was ADOPTED by the City Planning Commission at its regular meeting of December 9, 1999.

Linda Avery
Commission Secretary

AYES: Commissioners Chinchilla, Mills, Richardson, Antenore, Theoharis and Martin

NOES: Commissioner Joe

ABSENT: None

ADOPTED: December 9, 1999

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CHAPTER I

SUMMARY

A. PROJECT DESCRIPTION (p. 2)

This project site, Lot 25 of Assessor's Block 3794, is located in the South of Market (SoMa) neighborhood of San Francisco in an M-2 (Heavy Industrial) District at 160 King Street. The project site is 37,813 square feet in size and is located mid-block on a north-south through-lot on a block bordered by King Street to the south, Third Street to the west, Townsend Street to the north, and Second Street to the east. The site is directly across King Street from Pacific Bell Park, the future home of the San Francisco Giants that is currently under construction.

The existing structure on the site, the 151-161 Townsend Street building, was constructed in 1946. The 61,525-square-foot building is about 40 feet tall to the parapet on both Townsend and King Streets and is constructed of reinforced concrete. The building is not eligible for listing on the *National Register of Historic Places* and is not listed in Article 10 of the Planning Code, but is adjacent to the South End Historic District.

- The project sponsor, Rosenberg SOMA Investments IV, LLC, proposes to demolish the existing 3-story (plus basement) building and to construct a 9-story (plus two approximately 12-foot mechanical penthouses), 105-foot tall office building. The proposed building would contain approximately 174,900 gross square feet (gsf) of office space and about 8,100 gsf of retail space on the ground level of the King Street frontage. Parking on the basement level and first four above-ground levels would provide up to about 379 off-street parking spaces and 19 bicycle parking spaces. One off-street freight loading space would be provided with access from Townsend Street.
- As currently proposed, the building would have a lobby entrance on Townsend Street and two entrances to its ground-floor retail space on King Street. Additional entrances off of the private alley would provide access to a small retail space at the building's northwestern corner and to a secondary elevator lobby at the northeastern corner. An at-grade off-street loading dock would be accessible from Townsend Street as would the below- and above-grade parking garage. The proposed project would cover the entire project site (excluding the private alley) and have a floor area ratio (FAR) of 4.84:1.

Project construction would take about 13 months, including demolition of the existing structure, with occupancy planned for August 2001. Construction cost, including demolition, is estimated at \$15 million. The project architect is Heller Manus Architects.

B. MAIN ENVIRONMENTAL EFFECTS

- This environmental impact report, for the 160 King Street project, focuses on the issues of visual quality, transportation, and hazardous materials. The visual quality issue relates to the construction of a new 105-foot tall structure (plus penthouses) on a site that is currently occupied by an approximately 40-foot tall structure in a neighborhood composed of structures that vary widely in style, height, and massing. The transportation issue is based on the proposed increased intensity of use on the site (from an FAR of 1.63:1 to 4.84:1 and from 31 to 659 employees) and the addition of approximately 379 parking spaces to a site that currently has no parking. The hazardous materials issue is based on the findings of the Phase I and Phase II Environmental Site Assessments that identified the location of underground storage tanks, soil contamination, and asbestos on the site.

All potential environmental effects were found to be at a less-than-significant level or to be mitigated to a less-than-significant level with mitigation measures to be implemented by the project sponsor. The issues of land use and visual quality, although determined in the Initial Study to be less-than-significant, are discussed in this EIR for informational purposes only. (Please see the Initial Study, included in this document as Appendix A, for analysis of issues other than zoning and land use, visual quality, traffic and circulation, and hazardous materials.)

VISUAL QUALITY (p.15)

The proposed project would result in a visual change since it would demolish an existing three-story plus basement building to construct a substantially larger nine-story (plus mechanical penthouse) building, that would include parking on the basement level and first four above-ground levels.

The proposed 105-foot-tall building, which would likely be constructed of concrete with brick cladding, would be of greater height and bulk than most of the other buildings in the immediate vicinity, which is composed of a variety of two- to three-story older warehouses and five-to six-story office structures. The proposed structure's setback from the street would be consistent with the heights of these buildings. Pacific Bell Park, which is located directly across King Street from the project site, would be similar in its brick cladding and would be substantially larger in height and bulk than the proposed project. In addition, at Second Street between Townsend and King Streets, the One Embarcadero South project would also be substantially taller at thirteen stories than the proposed project.

Given the project's proposed exterior materials and the fact that the project would be located within a group of buildings of varying height and bulk, it cannot be concluded that the proposed building would result in a substantial, demonstrable negative aesthetic effect, or that it would substantially degrade the existing visual character of the site and its surroundings.

The proposed project would be constructed within an increasingly densely built urban area. Although the additional height would be visible from surrounding buildings, the proposed building would not obstruct any scenic views or have a substantial adverse effect on a scenic vista. From long-range vantage

points, such as Potrero Hill and Twin Peaks, the proposed project would be indistinguishable from the adjacent context of other nearby buildings. Further, the proposed project would not produce obtrusive glare that would substantially affect other properties and would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass.

In light of the above, the proposed project would not result in significant impacts related to visual quality and urban design.

TRAFFIC AND CIRCULATION (p. 24)

- The project would generate about 4,379 net new person trips per day, with a total of about 318 net new person trips during the p.m. peak hour, of which about 67 would be vehicle trips and 124 would be transit trips. Five of the seven signalized intersections studied (King/Second, Townsend/Second, Townsend/Third, Brannan/Second, and Brannan/Third) currently operate at good (LOS C or better) service levels during the p.m. peak hour. The remaining two intersections (King/Third and King/Fourth) operate at LOS D. With the addition of project traffic, operating conditions would not worsen from existing conditions at six of the seven study intersections. One intersection, Third and Townsend Streets, would worsen from LOS C to LOS D.

Under interim cumulative (Year 2005) conditions, operations at the majority of intersections would remain acceptable (LOS D or better), but would deteriorate to LOS F at Second and Brannan Streets and at Third and Brannan Streets. Under cumulative conditions (year 2015), conditions at three intersections (Second/King, Fourth/King and Third/Townsend) would remain at LOS D or better and conditions at two intersections (Brannan/Second and Brannan/Third) would remain unacceptable at LOS F. Further, two additional intersections (Second/Townsend and Third/King) would deteriorate to LOS F. As with the interim cumulative analysis, the proposed project's contribution to conditions at the intersections that would operate at LOS F would not be considerable.

- The project would generate approximately 124 net new p.m. peak-hour transit trips. The additional transit trips would represent less than 1 percent of the capacity of each screenline and would not be significant. Similarly, project ridership would not measurably affect p.m. peak-period BART, AC Transit, Golden Gate Transit, SamTrans, or Caltrain service. Interim cumulative (2005) increases in ridership would be served by adequate capacity, assuming currently programmed increases in BART transbay service are implemented. By 2015, increased MUNI capacity would be necessary, and AC Transit would have to increase service to accommodate forecast transbay ridership, although the project would have a limited effect in the context of long-range cumulative growth and the 2015 conditions would occur with or without the contribution of the proposed project.
- The proposed project would provide about 379 off-street parking stalls and would exceed the Planning Code requirement of 343 spaces, resulting in a surplus of about 36 spaces. The project's 15 spaces for disabled-accessible parking and 19 bicycle parking spaces would meet the Code requirements. The project

would create long-term parking demand for about 139 net new parking spaces, and short-term parking demand for about 44 net new equivalent daily spaces, for a total parking demand of about 183 daily spaces.

- Under interim cumulative conditions, a total of 3,824 new spaces would be provided and about 1,367 public parking spaces would be eliminated, creating a total supply of 6,485 spaces. In addition, in conjunction with Caltrans' reconstruction of the San Francisco approach to the Bay Bridge, there would be temporary losses of between 500 and 2,000 parking spaces under and adjacent to the freeway. Together, the interim cumulative projects would generate demand for about 7,357 parking spaces, meaning that there would be a parking shortfall of 872 spaces. Some of the parking shortfall could be met on-street or outside of the area, however it is not anticipated that it would accommodate the entire 872 space deficit. Because the proposed project would provide parking in excess of its demand, it would not contribute to this deficit.

The project's one proposed loading space would meet the Planning Code requirement, but would not meet the demand for two off-street loading spaces. Neither pedestrian nor bicycle conditions would be substantially affected by the proposed project.

In summary, the project would not result in a significant impact on traffic, transit, circulation or parking.

HAZARDOUS MATERIALS (p. 31)

An abandoned-in-place 3,500-gallon heating oil underground storage tank (UST) and a 550-gallon heating oil UST located on the project site present potential soil and groundwater contamination sources and could pose a risk to project construction personnel. Proper abandonment or removal would minimize the potential impacts of these two USTs to a less than significant level.

Lead concentrations exceeding the hazardous waste threshold were detected in the subsurface soil at the site. The presence of lead contamination could present a health risk to construction workers if not properly handled during excavation. Further, lead-impacted soil that is excavated from the site could present substantial human health risks if improperly disposed or reused in areas that may result in human contact. The project site is subject to the Maher Ordinance and must meet the requirements for contaminated soil provided in the ordinance. Required mitigation would consist of the removal of hazardous substances and their disposal at an approved disposal site, or other appropriate mitigation. The project sponsor would also be required to submit a Site Mitigation Plan (SMP) to the appropriate state or federal agencies and to implement an approved SMP before being issued a building permit. Compliance with the Maher Ordinance would reduce any potential impacts related to contaminated soil or groundwater to a less than significant level.

Asbestos containing building materials have been identified in the existing building on the site. Potential exposure to asbestos, and the resulting adverse health effects, is possible throughout the demolition phases. All asbestos identified thus far or in future surveys must be removed prior to demolition of the

building. These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a less than significant level.

The proposed basement excavation would encounter Franciscan Formation bedrock that could contain chrysotile, a variety of serpentine that constitutes a potentially harmful form of asbestos. This could be a short-term construction hazard possibly affecting on-site personnel and nearby persons at off-site locations. Implementation of appropriate mitigation would minimize potential impacts to a less than significant level.

Demolition work that would be included in the proposed project would create exposure to paint materials containing lead. These materials could expose workers and persons in close proximity, including off-site locations. Compliance with the procedures required as part of the San Francisco Building Code would ensure that potential impacts due to lead-based paint would be reduced to a less than significant level.

Improper handling or disposal of discarded electrical equipment (i.e. fluorescent light fixtures) could result in human or environmental exposure to liquid material (i.e. oil) containing PCBs. Adherence to standard precautionary measures would reduce the potential hazards associated with PCB exposure to a less than significant level.

Due to varying groundwater conditions in the vicinity of the site, it is possible that groundwater could enter subsurface excavation during the construction phase of the project. Due to the presence of contaminated soil and USTs, there may be localized areas of groundwater contamination on the site. Implementation of appropriate handling measures would minimize public health exposure to hazardous materials present in the dewatering discharge and reduce potential impacts to a less than significant level.

In light of the above, the proposed project would not result in significant impacts related to hazardous materials located on the project site.

C. MAIN MITIGATION MEASURES (p. 45)

MEASURES PROPOSED AS PART OF THE PROJECT

CULTURAL RESOURCES

- Given the location and magnitude of excavation proposed, and the possibility that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. The archaeologist would first determine, in conjunction with the Environmental Review Officer (ERO), whether he/she should instruct all excavation and foundation crews on the project site of the potential for discovery of archaeological resources, and the procedures to be followed if such resources are uncovered.

The archaeologist would then design and carry out a program of on-site monitoring of all ground disturbing activities, during which he/she would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report

to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the ERO, and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist would prepare a report documenting any cultural resources that may be discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center of the California Historical Resources Information System at Sonoma State University. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center.

NOISE AND VIBRATION

- The project sponsor would require the construction contractor to use pre-drilled piles where soil conditions permit, and state-of-the-art noise shielding and muffling devices on construction equipment. The project sponsor would also be required to notify adjacent building owners and occupants, prior to pile-driving and other vibration-producing activities, of the dates and expected duration of such work.

CONSTRUCTION AIR QUALITY

- The project sponsor would require the contractor(s) to sprinkle demolition sites with water during demolition, excavation and construction activity twice per day; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material being hauled on trucks; and sweep

surrounding streets during demolition and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

This mitigation also would reduce demolition-related impacts regarding lead paint chips/lead dust. The project sponsor would also be required to comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint.

GEOLOGY

- a. One or more geotechnical investigations by a California-licensed geotechnical engineer are included as part of the proposed project. The project sponsor and contractor would follow the recommendations of the final geotechnical report(s) regarding any excavation and construction for the project.
- b. The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors the adjacent building for damage during construction, if recommended by the geotechnical engineer.
- c. The project sponsor and contractor(s) would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements were detected.

HAZARDOUS MATERIALS

- The project sponsor would implement mitigation requiring the project contractor to water the site during excavation activities at least twice daily, or more frequently if necessary to prohibit visible dust emissions (which might indicate emission of non-visible dust), and take other steps to minimize dust generation during excavation, storage, and transport. Excavated materials containing over one percent friable asbestos would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and Federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

D. ALTERNATIVES TO THE PROPOSED PROJECT (p. 49)

ALTERNATIVE A: NO PROJECT

This alternative would entail no change to the site, which would remain in its existing condition. The 151-161 Townsend Street building would not be demolished, and the proposed 160 King Street office, retail, and parking structure would not be constructed. Unless the 151-161 Townsend Street building were upgraded to accommodate other tenants, there would be no temporary construction impacts, such as noise, dust and construction traffic.

This alternative would not result in any increase in travel to and from the project site, thus avoiding traffic-related effects of the proposed project. This alternative would not result in effects associated with hazardous materials located on the project site or visual quality effects associated with the construction of a new 105-foot office building. This alternative would also not cause any of the other impacts associated with the proposed project as described in the Initial Study, such as those related to the minor increase in shadow and an incremental increase in emissions of criteria air pollutants

The No Project Alternative would be environmentally superior to the project because it would avoid the environmental impacts of the project. However, this alternative would not meet any of the project sponsor's objectives.

ALTERNATIVE B: CODE COMPLYING ALTERNATIVE, ONE TOWER

This alternative would involve construction of a building with the same general configuration of uses as the proposed project. However, this alternative would differ from the proposed project in that it would not require exceptions to the bulk limitations required by Planning Code Section 270. As such, this

- alternative would include approximately 34,000 square feet (19 percent) less office space than the proposed project resulting from the reduced dimensions of the top two stories of the building.

The impacts associated with this alternative would be proportionally reduced in relationship to the proposed project with regard to traffic generation and traffic-related emissions of criteria air pollutants. Visual quality effects and construction-related noise and air quality effects of this alternative would be similar to those associated with the proposed project. Effects associated with hazardous materials would be the same as those of the proposed project. As with the proposed project, effects related to shadow and historic resources would be less than significant. This alternative would result in the addition of a new wind hazard criterion exceedance due to increased winds in the alley adjacent to the site.

This alternative would provide substantially less office space than would the proposed project, therefore not achieving the project sponsor's objective of serving the growing need in San Francisco for traditional office space in order to enable existing businesses to remain in the City and to attract new businesses to San Francisco. The reduced amount of office space provided in this alternative would also potentially not be adequate for the large tenants sought by the project sponsor, including regional and national headquarters of large companies.

ALTERNATIVE C: CODE COMPLYING ALTERNATIVE, THREE TOWERS

This alternative would involve construction of a building with the same general configuration of uses as the proposed project, but would differ from the proposed project in that it would not require exceptions to the bulk limitations required by Planning Code Section 270. This alternative would include approximately 5,000 square feet (or about 3 percent) less office space than the proposed project resulting from the reduced dimensions of the top two stories of the building. In contrast to the proposed project, this alternative would include two elevator cores and three rectangular masses two levels high, each

approximately 82 feet wide and about 110 feet long. The three, two-level “penthouses” would be spaced about 22 feet from one another on top of the main mass (the lower eight stories) of the building. Such a design would reduce the amount of overall gross floor area for office space and create smaller, less flexible floor plates.

The impacts associated with this alternative would be generally the same as those for the proposed project with regard to traffic generation, traffic-related criteria air pollutants, visual quality effects, and construction-related noise and air quality effects. Effects associated with hazardous materials would be the same as those with the proposed project. As with the proposed project, effects related to shadow and historic resources would be less than significant. This alternative would likely have wind effects similar to the proposed project, however it could result in the addition of a new wind hazard criterion exceedance due to increased winds in the alley adjacent to the site.

This alternative would provide less office space than would the proposed project, therefore not fully meeting the sponsor’s objective of serving the growing need in San Francisco for traditional office space. This alternative also would involve construction of two elevator cores, thus increasing construction costs, not maintaining the orientation of the building toward one street, and not maximizing the floor plate size at all levels.

● ALTERNATIVE D: NO PARKING ALTERNATIVE

The No Parking Alternative would involve the construction of a shorter structure with the same footprint as that of the proposed project, and would include no on-site parking. Such a structure would include the same amount of office space and the same amount of retail space as the proposed project, and would be at least five stories tall rather than the proposed nine stories. As such, in the short-term, this alternative would result in a shortfall of parking of 183 spaces and would contribute to the expected shortfall of 872 spaces under interim cumulative conditions.

In contrast to the proposed project, this alternative would not require exceptions from the bulk limits set forth in Planning Code Section 270(d) because the maximum plan dimensions provided for in that section apply to buildings above 80 feet in height and this alternative would construct a building of less than 80 feet. In addition, Planning Code Section 151 requires a project of this scope (based on the occupied floor area of each proposed use) to include 343 parking spaces and would allow up to 515 spaces as an accessory use. As such, this alternative would require an exception from Section 151. The sponsor could seek an exception by requesting that the Zoning Administrator grant a variance or by requesting that the Planning Commission grant conditional use approval for the project as a Planned Unit Development.

The traffic impacts associated with this alternative would be similar to those of the proposed project. The proposed mix of retail and office space would generate the same number of vehicle trips and the same demand for parking as the proposed project. The lack of parking in this alternative would result in a redistribution of traffic through intersections in the vicinity of the project site as drivers looked for

parking at locations other than at the site, but would not result in a change in the number of vehicle trips. The long term effect of the resultant parking deficit could be to discourage auto use and to encourage the use of local transit; it could also encourage the construction of additional parking facilities or measures to increase the supply within existing or proposed facilities. The increased demand would not substantially alter the existing nature of the area-wide parking situation.

As with the proposed project, the number of vehicle trips generated by this alternative would not substantially contribute to the degradation of any intersection to an unacceptable level of service. Therefore, this alternative would result in less than significant traffic effects. Because the *San Francisco General Plan* policies emphasize the importance of public transit use and discourage the provision of facilities that encourage automobile use, this alternative's shortfall of parking, both with regard to the Planning Code required number of spaces (343) and the estimated demand for on-site parking (183), would not be considered an adverse environmental effect. As such, like the proposed project, this alternative would result in less than significant parking effects.

While this alternative would result in a slight redistribution of traffic within the immediate vicinity of the project site, it would not result in a discernable increase in the vehicle miles traveled compared to the proposed project. As such, like the proposed project, this alternative would result in less than significant air quality effects.

Because this alternative would result in a structure noticeably shorter than the proposed project (approximately 30-40 feet shorter), this alternative would have slightly different visual quality effects than the proposed project. Although the aesthetics of the building design would not necessarily change, a shorter building would likely be less visible from middle- and long-range viewpoints. Like the proposed project, this alternative would not obstruct any scenic views or affect a scenic vista and would have less than significant visual quality effects.

This alternative would be similar to the proposed project in its demolition of the existing building on the project site, the footprint of the building that would be constructed, and the disturbance of existing soil and subsurface conditions. As such, with implementation of the mitigation measure identified on p. 55 of this document, this alternative would result in the same less-than-significant effects as the proposed project. The No Parking Alternative would not result in any additional adverse environmental effects.

● ALTERNATIVE E: REDUCED PARKING ALTERNATIVE

This alternative would involve construction of an office building with ground-floor retail and only the Code-required amount of parking. The proposed project would include 379 parking spaces and this alternative would include 36 fewer spaces, for a total of 343 spaces. Under this alternative, the proposed building would be the same height as the proposed project and would include the same amount of office and retail space as the proposed project.

Similar to the proposed project, this alternative would require exceptions from the bulk limits set forth in Planning Code Section 270(d) because the maximum plan dimensions would be exceeded. In addition, like the proposed project, this alternative would meet the requirements of Planning Code Section 151, which requires a project of this scope (based on the occupied floor area of each proposed use) to include 343 parking spaces and would allow up to 515 spaces as an accessory use.

The traffic impacts associated with this alternative would be nearly identical to those of the proposed project. The proposed mix of retail and office space would generate the same number of vehicle trips and the same demand for parking as the proposed project. The provision of 36 fewer parking spaces than the proposed project would not result in a change in the number of vehicle trips generated by development on the site, and would not result in a noticeable redistribution of traffic.

As described for the proposed project, the number of trips generated by this alternative would not substantially contribute to the degradation of any intersection to an unacceptable level of service. Therefore, this alternative would result in less than significant traffic effects. This alternative would not result in a shortfall of parking, either with regard to the Planning Code or expected demand but would provide incrementally less relief than would the proposed project to the expected shortfall of 872 spaces under interim cumulative conditions. Therefore, like the proposed project, this alternative would result in less than significant parking effects.

This alternative would be similar to the proposed project in its demolition of the existing building on the project site, the footprint of the building that would be constructed, and the disturbance of existing soil and subsurface conditions. As such, with implementation of the mitigation measure identified on p. 55 of this document, this alternative would result in the same less than significant effects as the proposed project.

This alternative would have essentially the same less-than-significant air quality and visual quality effects as the proposed project. The Reduced Parking Alternative would not result in any additional adverse environmental effects.

E. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The primary area of controversy associated with the proposed project concerns the increasing of automobile traffic in the vicinity of the project site, particularly given the site's location directly across King Street from Pacific Bell Park (currently under construction), the future home of the San Francisco Giants.

The Planning Commission (or Board of Supervisors on appeal) will decide whether to approve or disapprove the proposed project after review and certification of the EIR. In selecting or rejecting project alternatives, decision makers may also use other information in the public record.

CHAPTER II

PROJECT DESCRIPTION

A. SITE LOCATION AND PROJECT CHARACTERISTICS

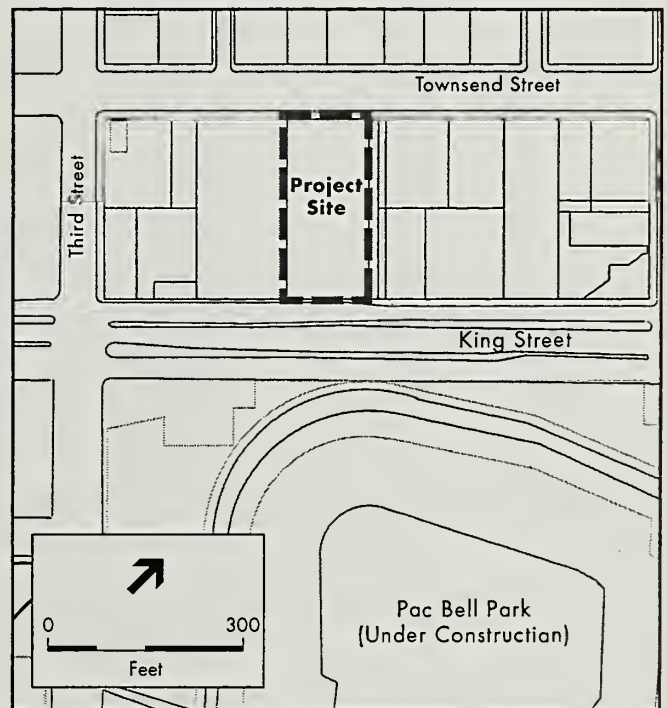
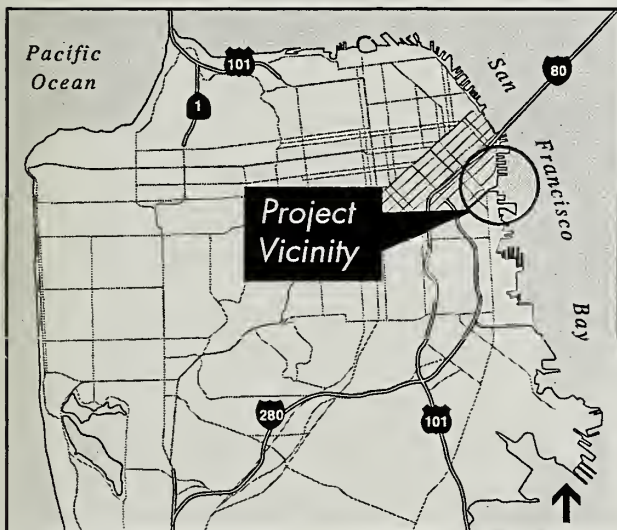
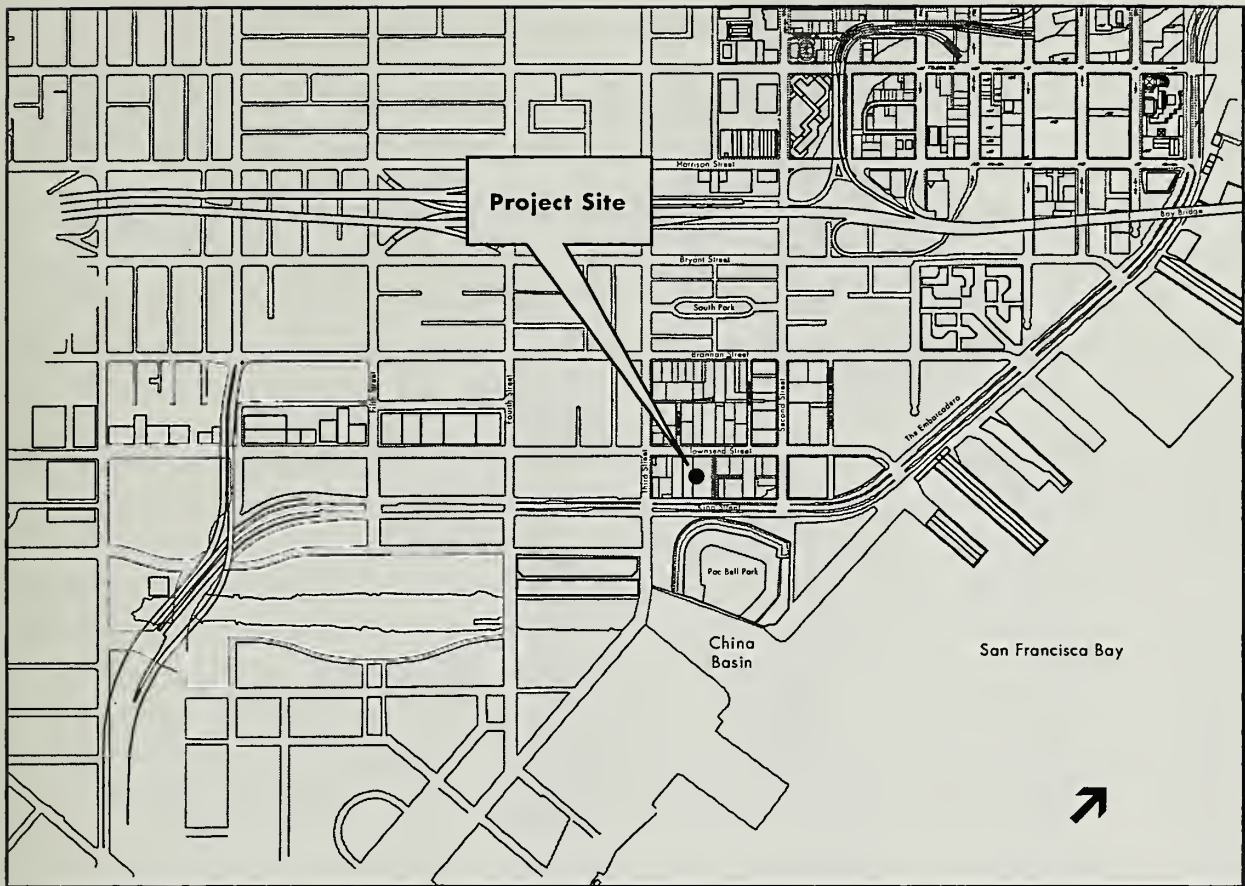
This project site is located in the South of Market (SoMa) neighborhood of San Francisco in an M-2 (Heavy Industrial) District. The project sponsor would demolish the existing 3-story (plus basement) building to construct a 9-story (plus two, approximately 12-foot mechanical penthouses), 105-foot tall office building.¹

The project site is located mid-block on a north-south through-lot on a block bordered by King Street to the south, Third Street to the west, Townsend Street to the north, and Second Street to the east (see Figure 1). The site is directly across King Street from Pacific Bell Park, the future home of the San Francisco Giants that is currently under construction. The site consists of one parcel, Lot 25 of Assessor's Block 3794, and is 37,813 square feet in size. The project sponsor, Rosenberg SOMA Investments IV, LLC, owns the property, the boundary of which is the middle of a 25-foot wide private alley along the eastern side of the parcel.

- The proposed building would contain approximately 174,900 gross square feet (gsf) of office space and about 8,100 gsf of retail space on the ground level of both the Townsend and King Street frontages (see Figure 2 for site plan). Specific retail tenants have yet to be identified. Parking on the basement level and first four above-ground levels would provide up to about 379 off-street parking spaces (about 36 more spaces than required by the Planning Code). One off-street freight loading space would be provided with access from Townsend Street. In accordance with Planning Code Sec. 155(i) and 155(j), the project would include 15 disabled-accessible parking spaces and 19 bicycle parking spaces. These spaces would be provided in the basement parking garage. The project would also comply with the requirements of Planning Code Sec. 155.3 to provide showers and lockers.

The existing structure on the site, 151-161 Townsend Street, was constructed in 1946. The building is about 40 feet tall to the parapet on both Townsend and King Streets and is constructed of reinforced concrete. The three-story, 61,525-square-foot building is currently occupied by two design firms (occupying a total of 7,065 sq. ft.) and one retail establishment (a deli occupying 1,800 sq. ft.), with the rest of its space vacant. The building is rated "6" on the State Office of Historic Preservation database, meaning that it has been evaluated and determined to be "ineligible for *National Register of Historic*

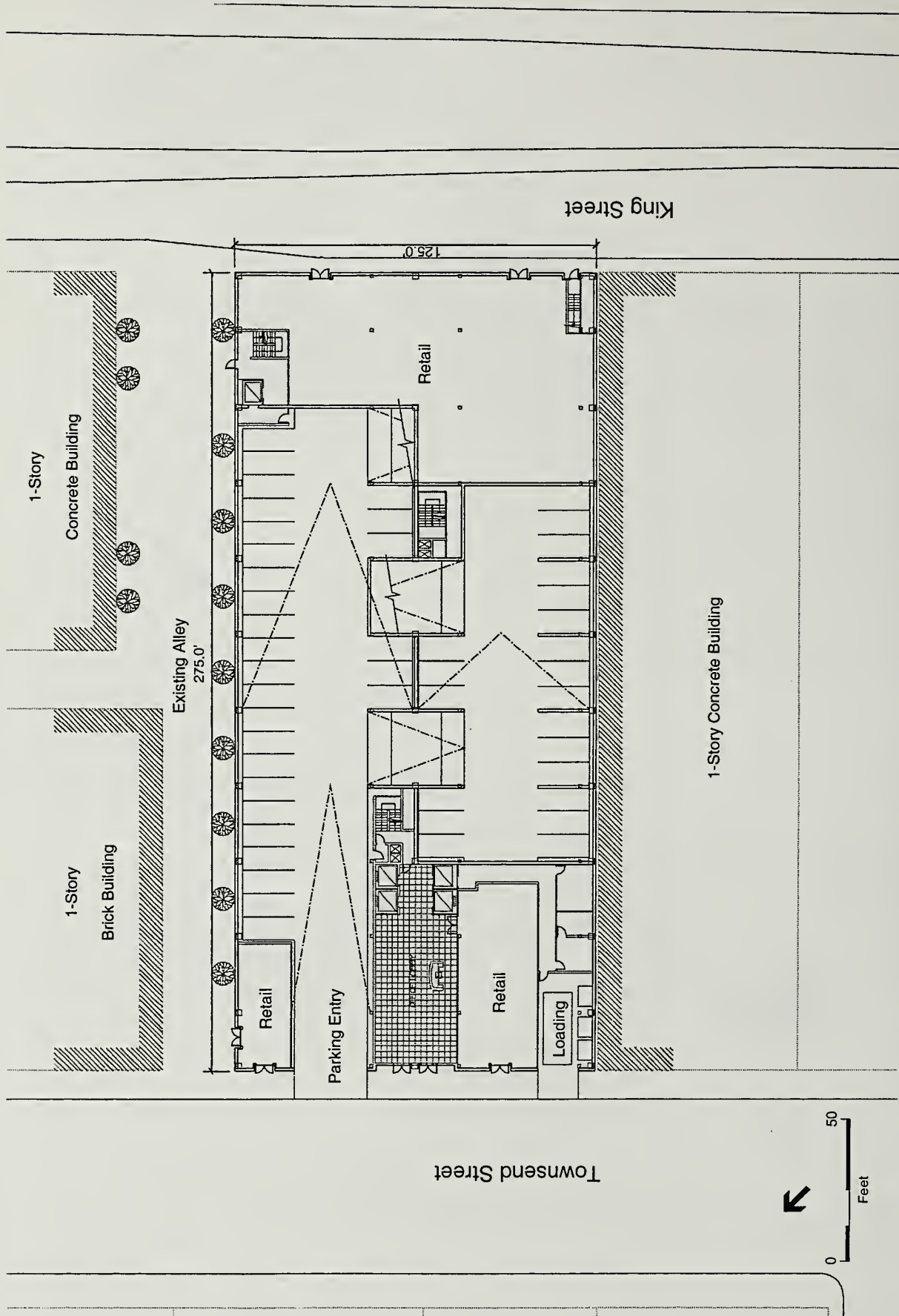
¹ When measured on the King Street elevation. The Townsend Street elevation is slightly lower due to the slope of the site.



SOURCE: Environmental Science Associates

160 King Street / 990132 ■

Figure 1
Project Location



160 King Street / 990132 ■
Figure 2
 Site Plan

SOURCE: Heller Manus Architects

Places listing.” The building is not listed in Article 10 of the Planning Code (Landmarks), but is adjacent, across the private alley, to the South End Historic District.

The proposed building would be a steel-frame structure with brick exterior cladding. (Figures 3-5 illustrate the proposed King and Townsend Street elevations). According to the project architect, the traditional square block form and simple repetitive window openings are intended to reflect the predominant historic style of the project site vicinity (turn-of-the- century port-related brick and concrete warehouses and industrial buildings) and to be complementary with Pacific Bell Park.

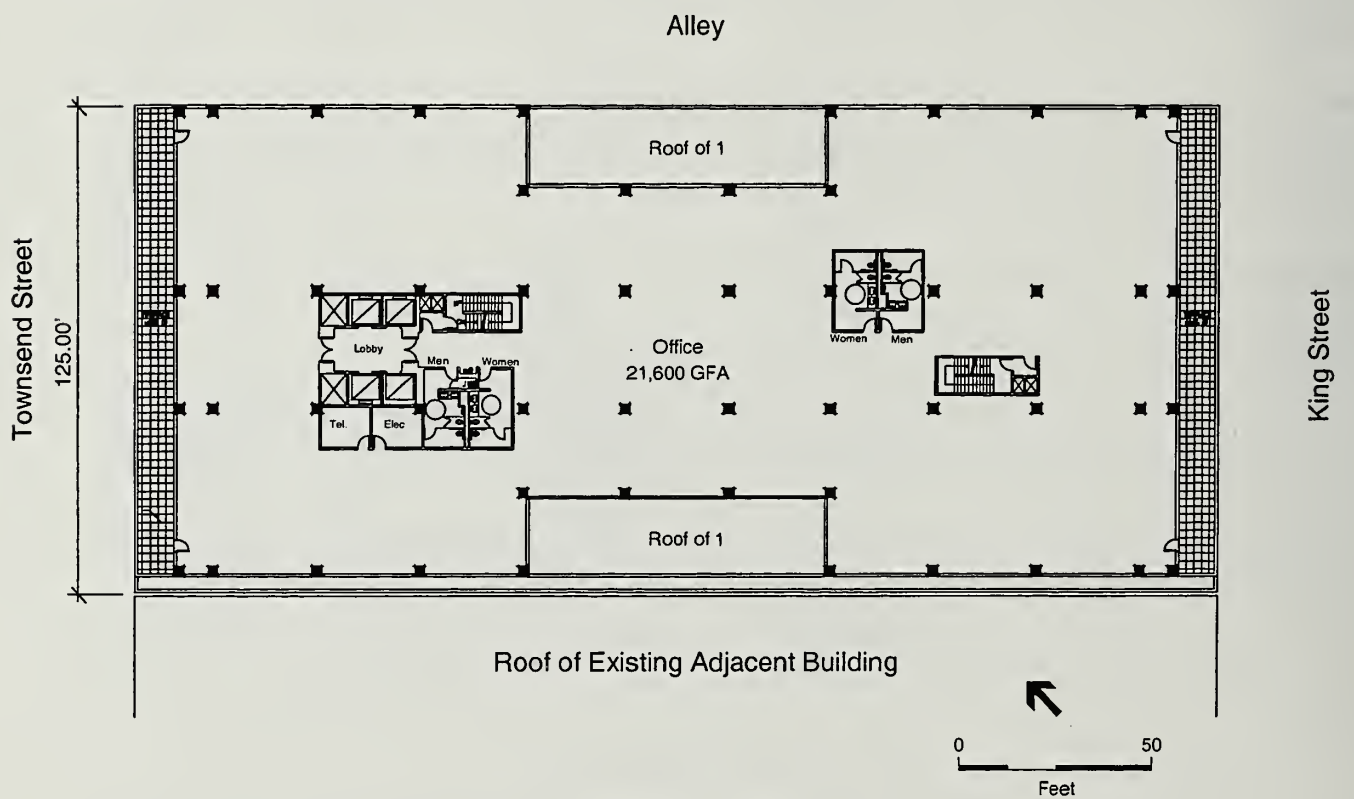
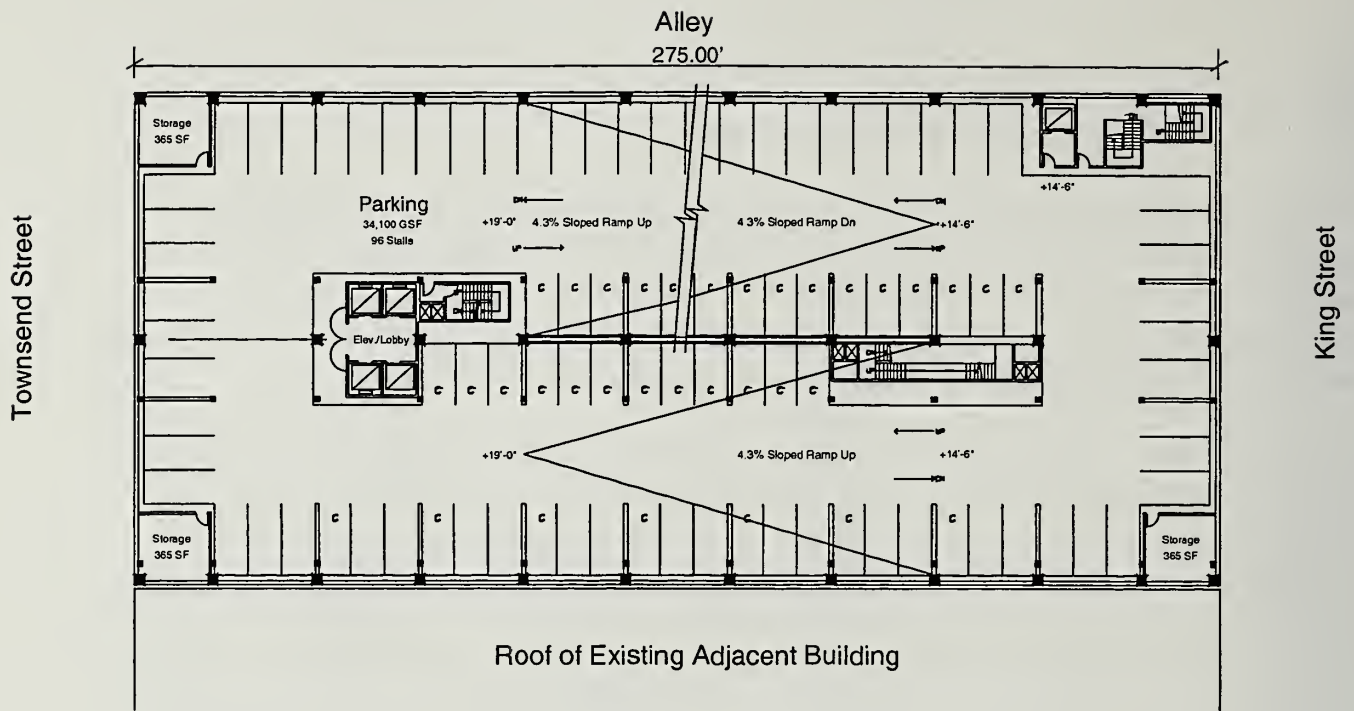
As currently proposed, the building would have a lobby entrance on Townsend Street and two entrances to its ground-floor retail spaces on King and Townsend Streets. Additional entrances from the private alley would provide access to a small retail space at the building’s northwestern corner and to a secondary elevator lobby at the northeastern corner. The entire width of the private alley, including the portion that is not owned by the project sponsor, would be converted to a pedestrian walkway with removable bollards at either end to allow for emergency vehicle access. An at-grade off-street loading dock would be accessible from Townsend Street as would the below- and above-grade parking garage. The building would cover the entire project site (excluding the private alley). The project’s floor area ratio (FAR) would be 4.84:1, which is below the maximum FAR of 5:1 permitted in the M-2 Use District.

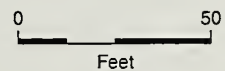
Project construction would take about 13 months, including demolition of the existing structure, with occupancy planned for August 2001. Construction cost, including demolition, is estimated at \$15 million. The project architect is Heller Manus Architects.

B. PROJECT SPONSOR’S OBJECTIVES

The objectives of the project sponsor for the proposed project are to:

- Construct a building that serves the growing need in San Francisco for traditional office space that will relieve upward pressure on office rents in the City, enabling existing businesses to remain in the City and to attract new businesses to San Francisco.
- Construct a traditional office building away from the downtown core but near sufficient local and regional transit services.
- Construct office space that will attract new multimedia businesses to the South of Market area to enable San Francisco to maintain its leadership position in the multimedia industry.
- Construct a building with large floor plates suitable for large tenants, including regional and national headquarters of large companies, and back office space.
- Construct a building with a single elevator core in order to maintain the orientation of the building toward one street rather than two and to maximize the floor plate size at all levels of the building to offer the maximum tenant flexibility.

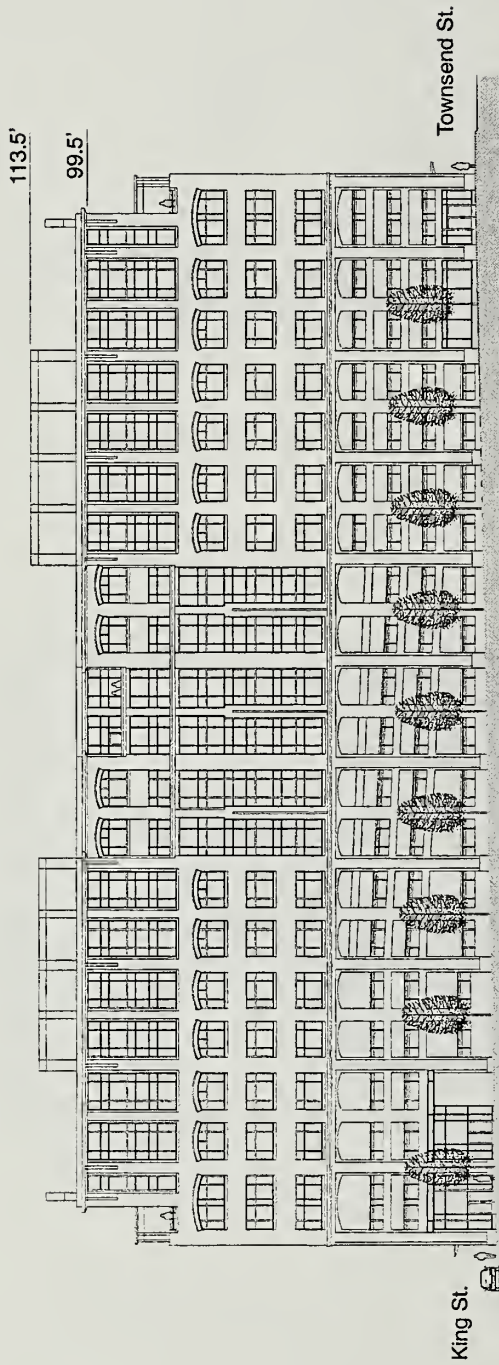




SOURCE: Heller Manus Architects

160 King Street / 990132 ■

Figure 4
King and Townsend Street Elevations



160 King Street / 990132 ■
Figure 5
 Northeast Elevation

SOURCE: Heller Manus Architects

- Construct a building that preserves and enhances the character of this emerging portion of the South of Market area.
- Provide pedestrian-oriented ground-floor retail space along King Street to provide retail services to the people that live and work in the area, as well as visitors of the new Ballpark.
- Accommodate the growing need for parking in this area that has resulted from new residential and commercial projects, as well as the new Ballpark, by providing parking in excess of required amounts.
- Encourage the use of bicycles by persons that work at the building by providing bicycle parking spaces, showers, and lockers within the project.
- Construct a building with a rectangular shape, brick facade, arched cement openings all along the lower four floors and square and rectangular windows along the upper five floors, that will echo the traditional shapes and textures of the existing buildings constructed originally as warehouses.

C. PROJECT APPROVAL REQUIREMENTS AND GENERAL PLAN POLICIES

This EIR will undergo a public comment period as noted on the cover, including a public hearing before the Planning Commission on the Draft EIR. Following the public comment period, responses to written and oral comments will be prepared and published in a Draft Summary of Comments and Responses document. The Draft EIR will be revised as appropriate and, with the Draft Summary of Comments and Responses, presented to the Planning Commission for certification as to accuracy, objectivity, and completeness. No approvals or permits may be issued before the Final EIR is certified.

APPROVALS

The project site is located within the 105-F Height and Bulk District. The 105-F District permits buildings up to 105 feet in height, with setbacks above 80 feet such that the maximum plan dimension is 110 feet in length and 140 feet diagonally above that level. As proposed, the project would be a tower of essentially the same bulk from the bottom of the building to the topmost parapet, except for setbacks of 10 feet at the eighth story and above on the King Street and Townsend Street elevations and of approximately 20 feet on the middle portions of the northeast and southwest elevations. As such, above 80 feet, the proposed building would be 125 feet long and 282 feet diagonally. The proposed project would therefore exceed the limits established in Planning Code Sec. 270(d) and would require an exception from these limits through a conditional use authorization by the Planning Commission pursuant to Section 271 and Section 303 of the Planning Code. The project would be within the height limit of the 105-F District. The project would also be subject to the provisions of Planning Code Section 295 regarding the casting of shadow on certain public open spaces. See the Initial Study, p. 21 in Appendix A, for a discussion of shadow effects.

As an office development, the project would also be subject to certain other Planning Code sections, including the Office Affordable Housing Production Program (Section 313 et. seq.) and child care provision fees (Section 314 et. seq.). In addition, the project would be subject to the provisions of

Planning Code Section 321, which restricts the amount of new office space that can be constructed on an annual basis. The project would also require approval of demolition and building permits by the Department of Building Inspection.

Environmental plans and policies, like the Bay Area '97 *Clean Air Plan*, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

On November 4, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code and established eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service sectors from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project is consistent with the Priority Policies. The motion for the Section 309 consideration will contain the analysis determining whether the project is in conformance with the Priority Policies.

GENERAL PLAN

The San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. In general, potential conflicts with the General Plan are considered by the decisions-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project. The Planning Commission would review the project in the context of applicable objectives and policies of the General Plan. Some of the key objectives and policies are noted here.

COMMERCE AND INDUSTRY ELEMENT

Objective 2: Maintain and enhance a sound and diverse economic base and fiscal structure for the city.

Objective 2, Policy 1: Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

Objective 3: Provide expanded employment opportunities for city residents, particularly the unemployed and economically disadvantaged.

URBAN DESIGN ELEMENT

Objective 1, Policy 3: Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Objective 2, Policy 6: Respect the character of older development nearby in the design of new buildings.

Objective 3, Policy 1: Promote harmony in the visual relationships and transitions between new and older buildings.

Objective 3, Policy 2: Avoid extreme contrast in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

Objective 3, Policy 3: Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

Objective 3, Policy 5: Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Objective 3, Policy 6: Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

TRANSPORTATION ELEMENT

Policy 7.1: Reserve a majority of the off-street parking spaces at the periphery of downtown for short term parking.

Policy 16.5: Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short-term and ride-share uses.

Policy 28.1: Provide secure bicycle parking in new governmental, commercial, and residential developments.

Policy 30.3: Maximize the efficient use of land devoted to parking by consolidating adjacent surface lots and garages into a parking structure, possibly containing residential, commercial or other uses.

Policy 30.5: In any large development, allocate a portion of the provided off-street parking for compact automobiles, vanpools, bicycles and motorcycles commensurate with standards that are, at a minimum, representative of the city's vehicle population.

Policy 30.6: Make existing and new accessory parking available to nearby residents and the general public for use as short-term or evening parking when not being utilized by the business or institution to which it is accessory.

Objective 32: Limit parking in downtown to help ensure that the number of auto trips to and from downtown will not be detrimental to the growth or amenity of downtown.

Policy 32.1: Discourage new long-term commuter parking spaces for single-occupant automobiles in and around downtown. Limit the long-term parking spaces to the number that already exists.

Policy 32.2: When it must be provided, locate any new long-term parking structures in the areas peripheral to downtown. Any new peripheral parking structures should be concentrated to make transit service convenient and efficient, connected to transit shuttle service to downtown, and provide preferred space and rates for van and car pool vehicles, bicycles, and motorcycles.

Policy 40.1: Provide off-street facilities for freight loading and service vehicles on the site of new buildings sufficient to meet the demands generated by the intended uses. Seek opportunities to create new off-street loading facilities for existing buildings.

Policy 40.3: Off-street loading facilities and spaces in the downtown area should be enclosed and accessible by private driveways designed to minimize conflicts with pedestrian, transit and automobile traffic.

COMMUNITY SAFETY ELEMENT

Policy 2.1: Assure that new construction meets current structural and life safety standards.

CHAPTER III

ENVIRONMENTAL SETTING AND IMPACTS

A. ZONING AND LAND USE

The Initial Study concluded that the proposed project would not have adverse land use impacts. Land use setting information is included in the EIR for informational purposes, to orient the reader.

The 37,813 square-foot project site (Lot 25 of Assessor's Block 3794) is currently occupied by a 3-story-plus-basement building at 151-161 Townsend Street. The existing 61,525 square-foot building is currently occupied by two design firms (occupying a total of 7,065 sq. ft.) and one retail establishment (a deli occupying 1,800 sq. ft.), with the rest of its space vacant.

Land uses in the project vicinity are varied and include light industry, live/work units, apartments, restaurants, self-storage, offices, warehouses, surface parking, and retail. Across King Street from the project site is Pacific Bell Park, future home of the San Francisco Giants baseball team, which is currently under construction. At Second Street between Townsend and King Streets, the One Embarcadero South project (a residential Redevelopment Agency project) is under construction. The Caltrain depot is located two blocks to the southwest.

- The project site is within an M-2 (Heavy Industrial) Use District. The Planning Code (Sec. 210.6) states that properties within the M-2 District are "the least restricted as to use and are located at the eastern edge of the City, separated from residential and commercial areas." In the M-2 District, the basic permitted
- floor area ratio (FAR) is 5:1 (Sec. 124). As an office building with a proposed FAR of 4.84:1, the proposed project is a principal permitted use in the M-2 District and is within the basic permitted FAR.

The project is located within the 105-F Height and Bulk District. The 105-F District, as established in Planning Code Sec. 270(d), permits buildings up to 105 feet in height, with setbacks above 80 feet such that the maximum plan dimension is 110 feet in length and 140 feet diagonally above that level. The proposed project would require an exception from these limits through a conditional use authorization by the Planning Commission.

The project site is not located within the South of Market Planning Area, as identified in the *General Plan*. However, the site is located within the proposed South End District, an area that was formerly the interim Ballpark Vicinity Special Use District (BV SUD) and for which new permanent zoning controls are expected to be adopted by the Planning Commission this year. Under the proposed permanent controls, properties within the former BV SUD that are zoned SSO, M-1, and M-2 (as is the project site), would become part of a new South End Office District. Within this new district, the density for housing

or commercial space would not change, properties currently permitted for housing or office would remain so, and certain uses (principally entertainment and adult-related) would not be permitted.

- The proposed project, a new office building of approximately 183,000 gross sq. ft. (including 8,100 sq. ft. of retail space), would result in an increase in intensity of existing land uses on the project site, given that the existing building is three stories and the new building would be nine stories (plus mechanical penthouse). However, the project would not alter the general land use pattern of the immediate area, which includes several office buildings, some of which include small retail spaces. In addition, the project vicinity is undergoing a shift from primarily warehouse and industrial uses to live/work and other residential uses, office uses, and, most recently, retail/entertainment uses intended to capitalize on the new Pacific Bell Park. The proposed project would be in keeping with the direction of the neighborhood's redevelopment. The project would also not disrupt or divide the neighborhood, since it would be achieved within the existing block configuration.

B. VISUAL QUALITY

As stated in the Initial Study, the project would not result in significant impacts related to visual quality and urban design. However, the following informational discussion, drawn primarily from the Initial Study and supplemented with additional illustrations, is provided for purposes of placing the project in context for the reader.

SETTING

The existing 151-161 Townsend Street building is about 40 feet tall (to the parapet on Townsend Street) and is whitewashed concrete with maroon awnings, stainless steel doors, and maroon window mullions on its principal (Townsend Street) facade. This facade is composed of a central mass flanked by slightly taller vertical rectangular entry/core elements that are windowless above ground-floor doorways and over which hang large maroon colored awnings. The central mass of the facade is primarily composed of a series of square window panes (starting three feet from the sidewalk and rising to about six feet from the top of the concrete parapet) separated by maroon painted mullions. A long horizontal awning spans the entire facade above the first level. The lower level of the western portion of the facade is broken up by entries to retail spaces (see Figures 6 and 7).

The other two visible elevations of the building (the southern façade on King Street and the eastern façade along the private alley) are more industrial in appearance with punched square and rectangular groupings of small industrial sash windows. The King Street facade also has a steel rolling door loading entrance and two pedestrian entrances (see Figures 8-11).

Except for the alley adjacent to the project site to the east and a fast-food restaurant/parking lot at the corner of Second and Townsend Streets, the block on which the site is located has an unbroken building wall and is covered by buildings ranging from two to seven stories; there are no open spaces or vacant lots.

There are no major public open spaces in the vicinity, although the site's proximity to Pacific Bell Park would make the existing structure located there visible from Willie Mays Plaza, which will be located adjacent to the stadium at the corner of Third and King Streets once it is completed in 2000. From South Beach Park, a small green open space located where King Street transitions into the Embarcadero, the King Street facade of the existing structure on the project site is visible as part of the continuous building wall that extends along most of that block.

From short-range views, the project site is visible only from limited perspectives along the block of King and Townsend Streets on which the site is located. Because of surrounding development, the project site is also not readily visible in mid-range and long-range views except where King and Townsend Streets provide view corridors. There are no higher elevation viewpoints in proximity to the project site or the existing structure on the site from which the site is visible.



SOURCE: Environmental Science Associates

160 King Street / 990132 ■

Figure 6 & 7
Townsend Street Elevation of
Existing Structure



View Looking Northwest



View Looking Southeast

SOURCE: Environmental Science Associates

160 King Street / 990132 ■

Figure 8 & 9
Alley on East Side
of Project Site



SOURCE: Environmental Science Associates

160 King Street / 990132 ■
Figure 10 & 11
 King Street Elevation
 of Existing Structure

IMPACTS

SIGNIFICANCE CRITERIA

San Francisco has no formally adopted significance criteria regarding visual quality and urban design. The project would have a significant effect on the environment if it would:

- substantially degrade or obstruct publicly accessible scenic views;
- substantially degrade the existing visual character or quality of the area, or result in a substantial, demonstrable negative aesthetic effect; or
- generate obtrusive light or glare that would adversely affect views or substantially affect other properties.

IMPACT ANALYSIS

The proposed project would result in a visual change since it would demolish an existing three-story plus basement building to construct a substantially larger nine-story (plus mechanical penthouse) building, that would include parking on the basement level and first four above-ground levels.

The proposed building would likely be a concrete structure and would have a brick exterior cladding. According to the project architect, the traditional square block form and simple repetitive window openings are intended to reflect the predominant historic style of the project site vicinity (turn-of-the-century port-related brick and concrete warehouses and industrial buildings) and to be complementary with Pacific Bell Park (currently under construction) across the street from the project site.

The proposed 105-foot-tall building would be of greater height and bulk than most of the other buildings in the immediate vicinity, which is composed of a variety of two- to three-story older warehouses and five-to six-story office structures (see Figures 12 and 13). These larger structures are located directly east of the project site. The proposed structure's setback from the street would be consistent with the heights of these buildings. Pacific Bell Park, which is located directly across King Street from the project site, would be similar in its brick cladding and would be substantially larger in height and bulk than the proposed project. In addition, at Second Street between Townsend and King Streets, the One Embarcadero South project would also be substantially taller at thirteen stories than the proposed project.

Although visual quality is subjective, given the proposed exterior materials and the fact that the proposed project would be within a group of nearby buildings of varying height and bulk, it cannot be concluded that the proposed building would result in a substantial, demonstrable negative aesthetic effect, or that it would substantially degrade the existing visual character of the site and its surroundings.

There are no major public open spaces in the vicinity, although the site's proximity to Pacific Bell Park would make it a visually prominent structure for people attending games at the stadium. The proposed project would also be visible from Willie Mays Plaza (see Figure 14), as well as from South Beach Park.



Proposed
Project

SOURCE: Heller Manus Architects

160 King Street / 990132 ■

Figure 12

Photomontage - View Looking West on
Townsend Street



160 King Street / 990132

Figure 13
Photomontage - View Looking West on
King Street

SOURCE: Heller Manus Architects



SOURCE: Heller Manus Architects

160 King Street / 990132

Figure 14

Photomontage - View Looking North from Third Street

It is unlikely, however, that the proposed project would be visible from South Park (located one and a half blocks to the north between Bryant and Brannan Streets and Second and Third Streets) due to this open space's compact dimensions, its distance from the project site, and intervening buildings.

The proposed project would be constructed within an increasingly densely built urban area. Although the additional height would be visible from surrounding buildings, the proposed building would not obstruct any scenic views or have a substantial adverse effect on a scenic vista. From long-range vantage points, such as Potrero Hill and Twin Peaks, the proposed project would be indistinguishable from the adjacent context of other nearby buildings.

The proposed project would likely increase the amount of light emitted from the site as a result of the increased intensity of use of the site (i.e. a larger building with more sources of light and more people using the site), but would not substantially increase ambient light levels in the project area. Further, light and glare produced from the proposed project would be typical of office structures nearby and throughout the City. The proposed project would not produce obtrusive glare that would substantially affect other properties and would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass.

In light of the above, the proposed project would not result in significant impacts related to visual quality and urban design.

C. TRAFFIC AND CIRCULATION

A transportation study was prepared for the project and is summarized here.²

SETTING

Within the project vicinity, The Embarcadero, Third, Fourth, and King Streets are designated in the Transportation Element of the San Francisco General Plan as Transit Preferential Streets. On these streets, priority is given to transit vehicles over autos during commute and business hours on weekdays usually along curbside lanes. The Embarcadero, Third, Fourth, King, and portions of Fifth and Brannan Streets are designated in the Transportation Element as Major Arterials, which the General Plan defines as “cross-town thoroughfares whose primary function is to link districts within the City and to distribute traffic from and to the freeways.” Second, Third, Fourth, and King Streets are Neighborhood Commercial Pedestrian Streets. The Embarcadero (Route 5), Second Street (Route 11), Third Street (Route 5), King Street (Route 5) and Fifth Street (Route 19) are designated as Citywide Bicycle Routes in the Transportation Element. King Street and The Embarcadero have separate bicycle lanes, while the other bicycle routes are Class III routes, meaning bicyclists and motorists share the roadway width. All major intersections in the vicinity of the project site are traffic signal controlled; minor intersections, including Stanford and Brannan Streets, typically have stop signs only on the minor streets.

The Embarcadero has three continuous lanes in each direction between Howard Street and Broadway and two lanes in each direction south of Howard Street. An exclusive rail right-of-way for the MUNI Metro exists from Folsom to King Streets. On-street parking is restricted during peak period. Brannan Street has two travel lanes in each direction with on-street unmetered and metered parking. Second, Third, Fourth, and Fifth Streets have four travel lanes and on-street metered and unmetered parking on both sides of the street. King Street has four lanes and parking on both sides of the street as well as MUNI Metro tracks within an exclusive median. King Street serves as a boulevard connecting The Embarcadero and the I-280 on- and off-ramps at Fifth Street. Townsend Street has one lane in each direction between the Embarcadero and Second Street and between Fourth and Eighth Streets, and two lanes between Second and Fourth Streets. Townsend’s Street’s parking includes both metered and unmetered spaces.

Currently, stops for approximately seven MUNI bus lines are in the vicinity of the project site. The nearest BART stations are located at Montgomery Street and Powell Street stations on Market Street, one mile to 1.5 miles northwest of the site. AC Transit, SamTrans, and Golden Gate Transit are accessible at the Transbay Transit Terminal approximately one mile from the site (a 15 minute walk); multiple MUNI bus lines connect the block on which the site is located to the Transbay Terminal. Caltrain is located at the Fourth/Townsend depot, just over one block to the west from the project site.

² Wilbur Smith Associates, *160 King Street Transportation Study*, August 19, 1999. This report is available for review at the San Francisco Planning Department, 1660 Mission Street, as part of Project File No. 99.027E.

Surveys of existing public off-street parking capacity and occupancy were taken in the area bounded by Brannan Street to the north, San Francisco Bay to the east, Fifth Street to the west, and Mission Creek Channel to the south. There are approximately 1,390 parking spaces available to the general public within the study area, with mid-afternoon weekday occupancy levels at about 82 percent. On-street parking in the project area is available, although generally well-utilized.

Based on field observations during the midday and p.m. peak 15-minute periods, sidewalk and crosswalk conditions were both observed to be operating at free-flow conditions, with pedestrians moving at normal walking speeds and with freedom to bypass other pedestrians. Pedestrian levels are generally low on Townsend and King Streets. In the vicinity of the Caltrain depot and the MUNI Metro stop at Fourth and King Streets, pedestrian conditions are generally congested during the p.m. peak-period.

IMPACTS

SIGNIFICANCE CRITERIA

City policy has been that a project is considered to have a significant effect on the environment if it would cause a signalized intersection to deteriorate to an unacceptable level (i.e., from LOS D or better to LOS E or F), interfere with existing transportation systems causing substantial alteration to circulation patterns or causing major traffic hazards, or contribute substantially to cumulative traffic increases that cause intersections that would otherwise operate at acceptable levels to deteriorate to unacceptable levels. The City has not formally adopted significance criteria for potential impacts related to transit, but City policy has been that a project would have a significant effect if it would cause a substantial increase in transit demand that cannot be accommodated by existing or proposed transit capacity, resulting in unacceptable levels of transit service.

Regarding parking, San Francisco General Plan policies emphasize the importance of public transit use and discourage the provision of facilities that encourage automobile use. Therefore, the creation of or increase in parking demand resulting from a proposed project that cannot be met by existing or proposed parking facilities would not itself be considered a significant effect. The City has not adopted significance criteria for pedestrian or bicycle impacts. For this analysis, the project would have a significant effect if it were to result in substantial pedestrian overcrowding, create particularly hazardous conditions for pedestrians or bicyclists, or otherwise substantially interfere with pedestrian and bicycle accessibility. Generally, construction-period transportation impacts would not be considered significant because they would be temporary.

IMPACT ANALYSIS

Project-specific impacts are described here, as are projected cumulative impacts for the year 2015, based on analysis for the Mission Bay Final SEIR.³ Because the project vicinity includes a number of projects that are currently under review or already approved but not yet built, this analysis also reports traffic, transit, and parking impacts of a so-called “interim cumulative analysis,” which represents conditions that are anticipated to exist if all of these projects are completed. Although there is no definitive time frame for completion of these projects currently under construction, approved, or under review, it is likely that they would be completed by approximately 2005.

Travel Demand Analysis

- The project would generate about 4,379 net new person trips per day, with a total of about 318 net new person trips during the p.m. peak hour, of which about 67 would be vehicle trips,⁴ 124 would be transit trips, and the remaining 77 trips would be walking trips or by other modes such as bicycle, motorcycle and taxi.⁵

Traffic Impacts

Five of the seven signalized study intersections studied (King/Second, Townsend/Second, Townsend/Third, Brannan/Second, and Brannan/Third) currently operate at good (LOS C⁶ or better) service levels during the p.m. peak hour. The remaining two intersections (King/Third and King/Fourth) operate at LOS D. With the addition of project traffic, operating conditions would not worsen from existing conditions at six of the seven study intersections. One intersection, Third and Townsend Streets, would worsen from LOS C to LOS D. No significant impact would occur.

With traffic generated by the projects accounted for in the interim cumulative analysis, conditions at the majority of intersections would remain acceptable (LOS D or better), but operations at Second and Brannan Streets and at Third and Brannan Streets would deteriorate to LOS F. Deteriorated conditions at these intersections could be improved to LOS D with restriping of the roadway to provide exclusive left-turn pockets and providing associated signal improvements. The project contribution to the decline in level of service would represent approximately 2% to 4% of the increase in traffic volumes at these

³ *Mission Bay Final Supplemental EIR*, (Case No. 96.771E). This report is available for review at the Planning Department, 1660 Mission Street.

⁴ The 67 vehicle trips represent 117 person-trips by vehicle; the number of vehicle trips is less than the number of person trips by vehicle because some person trips are made in vehicles carrying more than one person.

⁵ Travel demand for the proposed project was calculated on the basis of trip generation rates, and p.m. peak-hour percentage of daily traffic, for Office and Retail uses presented in the San Francisco Planning Department, *Guidelines for Environmental Review: Transportation Impacts* (Appendix 1).

⁶ Traffic operations are characterized using a p.m. peak-hour level of service (LOS) analysis, which provides a standardized means of rating an intersection's operating characteristics on the basis of traffic volumes, intersection capacity and delays. LOS A represents free-flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco.

intersections, and thus the project contribution would not be considerable. As such, the project would not have a significant impact.

Under longer-range cumulative (2015) traffic conditions, intersection levels of service would further deteriorate beyond the conditions in the interim cumulative scenario. Compared to interim cumulative conditions, conditions at three intersections (Second/King, Fourth/King, and Third/Townsend) would remain at LOS D or better and conditions at two intersections (Brannan/Second and Brannan/Third) would remain unacceptable at LOS F. Further, two additional intersections (Second/Townsend and Third/King) would deteriorate to LOS F. As with the interim cumulative analysis, the proposed project's contribution to conditions at the intersections that would operate at LOS F would not be considerable. Therefore, the project would not result in a significant impact related to traffic.

Transit

- The project would generate approximately 124 net new p.m. peak-hour transit trips. Of these trips, about half (about 62) would be on MUNI, and would be dispersed over more than seven MUNI routes that serve the project area. Project transit ridership would incrementally increase p.m. peak-period capacity utilization⁷ on the four MUNI screenlines (which are imaginary cordon lines drawn around the greater downtown area for purposes of analyzing MUNI ridership by corridor). However, the increase would represent less than 1 percent of the capacity of each screenline (to a maximum of 81 percent capacity utilization on the southwest screenline), and would not be significant. The proposed project would be subject to the Transit Impact Development Fee, a one-time fee assessed against projects to offset increased capital costs to MUNI to provide additional capacity to serve the increased demand from new development.

Project ridership on regional carriers would total about 45 (some riders would also take MUNI), with about 70 percent traveling to the East Bay on BART, and another 25 percent on AC Transit. Project transit trips would not measurably affect p.m. peak-period capacity utilization on BART service to the East Bay or Peninsula, AC Transit, Golden Gate Transit, SamTrans, or Caltrain. None of the regional carriers' capacity utilization standards would be exceeded with project transit trips.

With completion of the projects in the interim cumulative analysis (including operation of the Third Street light rail line), outbound MUNI ridership (towards Market Street from the project vicinity crossing the China Basin/South Beach area screenline) would increase by about 965 p.m. peak-hour MUNI trips, including 260 riders destined for regional transit carriers. The capacity utilization in the p.m. peak hour would increase, although not substantially, meaning adequate capacity would exist for MUNI ridership generated in the South Beach/China Basin area.

By 2015, absent increased MUNI service, overall p.m. peak-hour ridership across the four screenlines would increase to 105 percent of capacity. Ridership at three of the screenlines would exceed

⁷ Capacity utilization is the aggregate number of passengers divided by the aggregate design capacity of the transit vehicles, and may include varying numbers of standees, depending on the transit carrier.

100 percent of capacity, with the southwest screenline the most crowded, at 119 percent. Only the northeast screenline, at 78 percent, would have adequate capacity. Overall, interim cumulative projects would account for about 25 percent of the growth in p.m. peak-hour MUNI ridership anticipated by 2015 across the four screenlines.

The interim cumulative projects would generate about 320 outbound trips on regional transit carriers, increasing capacity utilization, but not substantially. All regional service providers would operate at capacity utilization of less than 100 percent during the p.m. peak hour except for BART, whose capacity utilization would increase from 123 percent under existing conditions to 124 percent under interim cumulative conditions. Assuming that BART implements current plans to increase transbay service from 18 trains per hour to 27 trains per hour by 2006, p.m. peak-hour capacity would increase by 50 percent, and BART would have more than adequate capacity to accommodate the increase in ridership generated by the interim cumulative projects.⁸

By 2015, absent service expansion, both AC Transit and East Bay BART service would operate at well over 100 percent of capacity. Again, assuming BART implements planned improvements, that system would have adequate capacity. AC Transit will implement additional transbay service in September, 1999 not accounted for in this analysis, which is therefore conservative.

Because of the relatively limited effect of the proposed project in the context of long-range cumulative growth, the conditions in the 2015 cumulative scenario would occur with or without the proposed project. The proposed project would have a minimal contribution to cumulative transit ridership and would therefore not have a considerable effect. Therefore, the project would not have a significant impact on transit services and capacity.

Parking

- The proposed project would provide about 379⁹ new off-street parking stalls and would exceed the Planning Code requirement of 343 spaces, resulting in a surplus of 36 spaces. The project's 15 spaces for disabled-accessible parking and 19 bicycle parking spaces would meet the Code requirements.
- Parking access to the proposed five level (basement plus four above-ground levels) parking garage would be through a single entrance/exit on Townsend Street, via a new driveway and ramp at the east end of the building. The project would create long-term parking demand for about 139 net new parking spaces, and short-term parking demand for about 44 net new equivalent daily spaces, for a total parking demand of

⁸ Future capacity increases for East Bay BART service are identified in the *1996 BART Short-Range Transit Plan*, as described in the *Mission Bay Final Supplemental EIR* (Case No. 96.771E), p. V.E.86. This report is available for review at the San Francisco Planning Department, 1660 Mission Street.

⁹ This represents a net of increase of approximately 349 parking spaces since the proposed project would eliminate the approximately 30 spaces that are currently located in the alley adjacent to the east of the project site. The entire width of the private alley, including the portion that is not owned by the project sponsor, would be converted to a pedestrian walkway with removable bollards at either end to allow for emergency vehicle access.

about 183 daily spaces. As stated above, the project proposes approximately 379 parking spaces, which would exceed the proposed project's parking demand.

With completion of the projects included in the interim cumulative analysis, a total of 3,824 new spaces would be provided and about 1,367 public parking spaces would be eliminated, creating a total supply of 6,485 spaces. In addition, in conjunction with Caltrans' reconstruction of the San Francisco approach to the Bay Bridge, there would be temporary losses of between 500 and 2,000 parking spaces under and adjacent to the freeway. Together, the interim cumulative projects would generate demand for about 7,357 parking spaces, meaning that there would be a parking utilization of 114 percent, representing a shortfall of 872 spaces. If the parking shortfall were to overlap with the freeway retrofit (scheduled for between 2000 and 2006), the parking shortfall would be greater. Some of the parking shortfall could be met on-street or outside of the area, however it is not anticipated that it would accommodate the entire 872 space deficit. Because the project would provide parking in excess of its demand, it would not contribute to this impact.

Loading

Under Planning Code Section 152, the proposed project would be required to provide one off-street (standard truck) freight loading space for the proposed office land uses.¹⁰ The retail component of the proposed project would not require an off-street loading space. As such, the proposed off-street loading supply would meet the Planning Code requirement of one space. The proposed loading space would also meet the minimum dimensions as required by the Planning Code.

- The project would generate a loading demand for 1.8 spaces during an average loading hour and about 2 spaces during the peak loading hour. As such, the proposed off-street loading supply would not meet the demand. However, it is anticipated that a majority of the loading/service vehicles would consist of small trucks and vans and therefore not require the use of an off-street facility. In addition, along Townsend Street adjacent to the project site, there are currently four yellow truck loading spaces that could be used by delivery vans servicing the proposed project.

Pedestrian and Bicycle Conditions

The primary pedestrian access for the project would be on Townsend Street, with secondary access from the existing alley along the east side of the proposed structure. The additional project-related pedestrian trips would not substantially affect the current sidewalk conditions along Townsend or King Streets. As these sidewalks currently have relatively low pedestrian volumes, pedestrian conditions would continue to remain acceptable. Minor conflicts could occur on the King Street sidewalk, immediately south of the project site, as the sidewalk currently narrows from 12 to 6 feet wide. However, the Department of Parking and Traffic is currently considering widening the sidewalk at this location in order to be

¹⁰ Planning Code Table 152: Off-Street Freight Loading Spaces Required (Outside C-3 and South of Market Districts). Office uses are required to provide 1 space for 100,001-200,000 sq. ft. of gross floor area. Retail uses of 0-10,000 gross sq. ft. do not require loading spaces.

consistent with the rest of King Street. The widening of the sidewalk would improve pedestrian conditions and reduce the number of conflicts along King Street.

There are designated Citywide Bicycle Routes in the project vicinity (on The Embarcadero, Second, Third, and Fifth Streets). The proposed project would result in an increase in bicycle activity in the area and some portion of the 77 p.m. peak-hour “walk/other” trips would be new bicycle trips to the area. With the current and projected traffic vehicle levels on the streets in the vicinity of the proposed project, bicycle travel would not be substantial enough to affect bicycle travel in the area.

Construction Impacts

During the projected 20-month construction period, temporary and intermittent traffic and transit impacts would result from truck movements to and from the project site. Trucks would be staged along the alley along the east side of the project site and along Townsend Street adjacent to the project site in a manner consistent with traffic management strategies established in consultation with City staff. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks; these effects could be reduced by the project sponsor requiring construction truck traffic to be restricted to non-peak hours, as approved by the Department of Parking and Traffic (DPT). The project sponsor would meet with MUNI, DPT, and other responsible agencies to coordinate construction activities so as to minimize construction impacts on vehicular and pedestrian traffic. The sidewalks on Townsend and King Streets would likely be closed during portions of the project’s construction. It is anticipated that the parking lane along Townsend Street and the yellow loading zones along King Street would be closed for the duration of construction and would be used for temporary pedestrian routing. Parking of construction workers’ vehicles would temporarily increase occupancy levels in off-street parking lots, either by those vehicles or by vehicles currently parking in on-street spaces that would be displaced by construction workers’ vehicles. Construction impacts would be temporary, and would not be significant.

In summary, the project would not result in a significant impact on traffic, transit, circulation or parking.

D. HAZARDOUS MATERIALS

SETTING

This section focuses on the hazardous materials issues previously identified at the project site. These issues were determined by a Phase I, Preliminary Environmental Site Assessment (April 1998), a Phase II Environmental Site Assessment (September 1998) and an Environmental Site Characterization (April 1999). The Environmental Site Assessments were conducted by William Dubovsky Environmental (WDE) and the Environmental Site Characterization was conducted by Treadwell and Rollo. This section discusses historical site uses, potential sources of hazardous materials, potential soil and groundwater contamination, and the removal of contaminated soil.

HISTORICAL USES

The project site was originally developed in 1887 as the Pacific Oil and Lead Works, a company associated with paint manufacturing. Its primary operation was the manufacture of linseed and coconut oils for use by the paint industry. In the 1940s, the existing 151-161 Townsend Street building was constructed as a food supply facility for the U.S. Navy. The building was later used as a printing facility for the Hearst Publishing Company until at least 1984, when design firms and a garment assembly facility occupied it. The building is currently occupied by retail and office space.

SUBSURFACE CONDITIONS

Heterogeneous fill materials ranging in thickness between 5 to 20 feet underlie the project site. The fill originated as debris from the 1906 earthquake and consists of clay, silt, sand, gravel, and rubble (Treadwell & Rollo, 1999a). Franciscan Formation bedrock composed of sandstone and shale underlies the fill materials.¹¹ The top of the bedrock is shallow (within 5 feet of the ground surface) at the northwest end of the site and slopes downward towards the southeast and east. Depth to bedrock on the eastern portion of the site is approximately 20 feet below the surface.

Previous subsurface exploration encountered groundwater 13 feet below the surface (EMC Engineers, 1998). More recent geotechnical investigations either did not encounter groundwater in subsurface soil borings or encountered it at about 23 feet below the surface (Treadwell and Rollo, 1999a). It is possible that groundwater beneath the structure could increase following rainfall events and experience tidal fluctuation if hydrologically connected to the San Francisco Bay. Groundwater has been encountered at depths ranging from approximately 8 to 16 feet at nearby sites. A design groundwater elevation of approximately -5 feet San Francisco City Datum (SFCD)¹² was recommended for the Pacific Bell Park

¹¹ The name Franciscan Formation is applied collectively to the ancient sea floor sediments that form the bulk of the California's coastal ranges.

¹² San Francisco City Datum (SFD) establishes the City's zero point for surveying purposes at approximately 8.6 feet above the mean sea level established by 1929 U.S. Geological Survey datum.

site and a nearby site on the west side of Third Street. Considering the wide range of groundwater levels encountered at the site and in the vicinity, it is difficult to estimate a design groundwater elevation. A design groundwater elevation of -5 (approximately 15 feet below the site surface) feet should be appropriate, however, it is likely the water level will be deeper during construction (Treadwell and Rollo, 1999a).

Underground utilities including telephone, electric, gas, water and fire suppression are located beneath the sidewalk along Townsend Street. A PG&E transformer vault is located at the northwest corner of the building along the curb.

SOURCES OF HAZARDOUS MATERIALS

Hazardous materials are substances with certain chemical or physical properties that may pose a present or future hazard to human health or the environment when improperly handled, stored, disposed or otherwise managed. The subject property contains potential sources of hazardous materials associated with former industrial activity or construction materials used in the existing building. These sources could include former or existing underground storage tanks (USTs), soil contamination originating from underlying fill materials or releases from former leaking USTs, asbestos or other building materials such as lead and PCBs.

Underground Storage Tanks

The environmental site assessments conducted at the project site confirmed the presence of an abandoned-in-place 3,500-gallon heating oil UST in the alley east of the current building and a 550-gallon heating oil UST located adjacent to the building along Townsend Street. A 1,500-gallon gasoline UST was shown on as-built drawings of the current building and the adjacent garage building to the east. However, further investigation that included a geophysical survey, was unable to locate this UST.

It is uncertain whether the previous abandonment procedures for the 3,500-gallon heating oil UST adhere to current standards for tank abandonment. The work appeared to have been carried out prior to the obtaining of necessary permits, and no precise information is available regarding the UST abandonment protocols or the disposal of the residual product and rinse water. However, the abandonment work was completed in 1986 and the San Francisco Department of Public Health (SFDPH) issued a Certificate of Completion on July 18, 1990 (WDE, 1998b).

The environmental site assessments conducted at the project site also identified evidence of 10 suspected USTs on historical Sanborn Fire Insurance Maps. Excavation in these areas did not produce physical evidence that the 10 suspected tanks were still present. Some old piping, possibly from former USTs, was found in the excavations, but it appears that the USTs have been removed.

Identified On-Site Soil Contamination

The site investigations conducted at the project site included collection of soil samples for analysis of petroleum hydrocarbons (gasoline, diesel, waste oil), volatile organic compounds (i.e. chemicals in solvents), lead, asbestos, and polychlorinated biphenyls (PCBs). Soil samples were collected from UST excavations along Townsend Street and from soil borings placed inside and at the exterior of the building.

Petroleum Hydrocarbons

Gasoline contains over 200 petroleum-derived constituents (RWQCB, 1989). Analysis for gasoline in a soil or groundwater matrix is commonly limited to detection of benzene, toluene, ethylbenzene and xylenes (BTEX). These four constituents, which are readily measurable with conventional analytical methods, can pose a serious threat to human health, have the potential to rapidly move through soil and groundwater and their vapors are flammable and explosive.

Presently, there are no regulatory remediation ("cleanup") levels for petroleum hydrocarbons in soils. The local regulatory oversight agency usually determines the soil remediation goals on a case by case basis, depending on the particular conditions on the site. Considerations for remediation goals include the type of contaminant, future human health risks, potential for the contaminant to reach groundwater, extent of impacted soil and near-vicinity receptors.

A total of 25 on-site soil samples were collected during the site investigations and analyzed for various chemical compounds. Gasoline was detected beneath the existing building at a maximum concentration of 4.6 parts per million (ppm). Diesel, oil and grease were detected at level ranging from below the method detection limits to about 260 (ppm). Xylene was detected at the method-reporting limit (0.0051 ppm) (WDE, 1998b; Treadwell and Rollo, 1999b). These petroleum hydrocarbon concentrations are relatively low and regulatory "cleanup" actions are usually not required for such low levels.

As part of their investigation, Treadwell and Rollo collected a groundwater sample from one soil boring for analysis of petroleum hydrocarbons, BTEX, volatile organic compounds and general chemistry. The analysis did not identify detectable concentrations of substances or chemicals considered hazardous.

Lead in Soils

The presence of lead in soils above natural background levels can be a common occurrence in former industrial areas. Depending on the dose, overexposure to lead can result in chronic and acute health effects manifested by seizures, paralysis, convulsions and possibly death (Meyer, 1990). Possible sources of lead include lead additives in petroleum, lead-based exterior and interior paint, or former metalworking operations. Lead concentrations can also be above natural background levels in artificial fill materials similar to those that underlie the site because these materials can originate from former buildings and industrial operations that at one time could have contained sources of lead such as piping, and construction materials. The California Code of Regulations, Title 22 considers soil with lead

hazardous waste if it exceeds a total concentration of 1,000 parts per million (ppm) and a soluble concentration of 5 ppm.¹³

Lead was detected in all but one sample analyzed during the investigations conducted at the project site. Total lead levels in soil collected at the project site range from 14 ppm to 170 ppm and soluble lead levels range from 0.3 ppm to 14 ppm. These samples were collected at depths between 2 and 10 feet below the surface. Three soil samples contained lead concentrations over 5 ppm, which exceed the California Title 22 threshold for a hazardous waste (>5 ppm).

Other Hazardous Materials

Asbestos

Artificial fill materials originating from building debris can also contain asbestos,¹⁴ a fire-retardant that was used extensively as a building material until the early 1970s. Exposure to asbestos fibers can cause serious lung disease. Although no longer used as a construction material, asbestos is still present in many older existing buildings.

The owner of the project site indicated that the majority of asbestos in the building has been properly removed (WDE, 1998a). Particular emphasis was placed on asbestos removal associated with the boilers and the heating systems. WDE reviewed documentation that indicated asbestos containing material was removed and transported off site under hazardous waste manifest procedures (WDE, 1998a). Treadwell and Rollo's investigation did not detect concentrations of asbestos in the soil samples analyzed.

A survey to identify remaining asbestos-containing building materials within the existing building was conducted by Al Clancy and Associates in May, 1999. The survey included collecting samples of various building materials. Limited amounts of asbestos-containing materials remain in the building. These materials consist of 230 square feet (sq.ft.) of vinyl asbestos floor tile, 50 linear feet (l.ft.) of thermal systems insulation, 42 sq.ft. of backing on floor sheeting and 61 l.ft. in a cement asbestos flue pipe. The roof was not sampled due to the risk of water leaks (Clancy and Associates, 1999).

Asbestos can also occur naturally in serpentine rock, especially that of the Franciscan Formation. Serpentine has been previously identified in similar Franciscan Formation bedrock about one mile southeast of the site. Subsurface bedrock in the vicinity of the project site is not shown on available geologic maps because younger artificial fill and alluvial deposits cover it (Schlocker, 1958). It is therefore uncertain whether serpentine is present in the Franciscan Formation bedrock beneath the site.

¹³ Analysis of the soluble concentration of lead is performed to assess the soils ability to "leach" lead into the underlying groundwater (i.e. through the refuse prism of a landfill).

¹⁴ Asbestos is a commercial term for a group of silicate minerals that readily separate into thin, strong fibers that are heat resistant, chemically inert and are used in a wide variety of industrial products.

Lead-Based Paint

Areas containing lead-based paint were identified during a survey of the project site conducted by Al Clancy and Associates in May, 1999. White paint applied to the concrete perimeter walls of the 151-161 Townsend Street building was sampled and found to be lead-based. The building has limited areas where paint is peeling, although the actual square footage of peeling paint was not determined (Al Clancy and Associates, 1999).

Polychlorinated Biphenyls (PCBs)

PCB-containing fluids can withstand high temperatures and were commonly used as insulating materials in electrical transformers or added to heat-transfer and hydraulic systems. In the 1960s, PCBs were determined to cause adverse health effects in humans and its use was discontinued. PCBs are very stable and persist in the environment for extended periods of time (Meyer, 1990). Treadwell and Rollo's investigation did not detect concentrations of asbestos and PCBs in the soil samples analyzed. An electrical transformer was observed within the building by WDE. The owner indicated that the transformer had been tested and that no PCBs were found in it. It is common that some older-model fluorescent lighting systems contain PCBs in the lamp ballast. Both older and newer light tubes can contain mercury. A survey to identify PCB containing materials was conducted by Al Clancy and Associates in May 1999. The survey determined that there are several hundred fluorescent light fixtures in the warehouse and office/retail portions of the building. These ballasts almost certainly contain PCBs although no sampling was performed (Al Clancy and Associates, 1999). The newer ballasts in the first floor area had labels to indicate that the ballasts did not contain PCBs.

Radon

Radon is a colorless and odorless, naturally occurring radioactive gas. It usually originates in certain types of bedrock and because it is mobile, can move through small spaces in soil and rock and seep into basements of houses and office buildings. Radon is a health concern because of links to lung cancer. The average concentration for Radon gas in California is 1.5 pico Curies per liter (pC/L)¹⁵ and the U.S. Environmental Protection Agency (EPA) recommends corrective actions for concentrations over 4 pC/L. Screening of indoor radon by the EPA/State Residential Radon Survey of California in 1989-90 indicated that out of 20 individual tests, the maximum radon measurement recorded in San Francisco was 2.1pC/L (EPA, 1993).

REGULATORY FRAMEWORK

Federal

Hazardous materials and hazardous wastes are extensively regulated by various federal, state, regional, and local regulations, with the primary objective of protecting public health and the environment. The U.S. Environmental Protection Agency (U.S. EPA) is the lead agency responsible for enforcing federal

¹⁵ A pico Curie is a unit of measurement for radioactivity.

regulations that affect public health or the environment. The primary federal laws and regulations include the *Resource Conservation and Recovery Act* of 1976 (RCRA) and the *Hazardous and Solid Waste Amendments* enacted in 1984; the *Comprehensive Environmental Response, Compensation and Liability Act* of 1980 (CERCLA); and the *Superfund Act and Reauthorization Act* of 1986 (SARA). Federal statutes pertaining to hazardous materials and wastes are contained in the *Code of Federal Regulations* (CFR), Title 40.

State

California hazardous materials laws incorporate federal standards, but are often stricter than federal laws. The primary state laws include the *California Hazardous Waste Control Law* (HWCL), the state equivalent of RCRA, and the *California Hazardous Substance Account Act*, the state equivalent of CERCLA. State hazardous materials and waste laws are contained in the *California Code of Regulations* (CCR) Titles 22 and 26. State underground storage tank laws and regulations are contained in the CCR Title 23.

The California Department of Toxic Substances Control (DTSC) enforces hazardous materials and waste regulations in California, in conjunction with the U.S. EPA. The DTSC is responsible for regulating the management of hazardous substances including the remediation of sites contaminated by hazardous substances. The Regional Water Quality Control Board (RWQCB) is authorized by the State Water Resources Control Board to enforce provisions of the *Porter - Cologne Water Quality Control Act* of 1969. The Bay Area Air Quality Management District (BAAQMD) may also impose specific requirements on remediation activities to protect ambient air quality from dust or other airborne contaminants.

Underground Storage Tanks

State laws also regulate underground storage tanks (USTs) containing hazardous substances. These laws are primarily found in the Health and Safety Code, and, combined with CCR Title 23, comprise the requirements of the state UST program. The laws contain requirements for UST permitting, construction, installation, leak detection monitoring, repairs and corrective actions and closures. In accordance with state laws, the San Francisco Department of Public Health implements UST regulations in the City and County of San Francisco.

Local Ordinances

Three local ordinances meet or exceed state and federal requirements for site investigations and the storage of hazardous substances. These include San Francisco Public Works Code, Article 20, Section 1000 et. seq. (the Maher Ordinance); San Francisco Municipal Code, Article 21 (the Hazardous Materials Ordinance); and San Francisco Municipal Code, Article 22 (the Hazardous Waste Ordinance).

Mahe r Ordinance

The 1986 Maher Ordinance (Article 20 of the San Francisco Public Works Code, Ordinance 253-86, enacted in June 1986) established legislation in San Francisco that requires an investigation of hazardous wastes in soil at construction sites as a prerequisite for certain building permits. The Maher Area encompasses the area of the city bayward of the original high tide line (largely the part of San Francisco created by landfill) where past industrial land uses and debris fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residue in local soils and groundwater. The Maher Ordinance requires that, if more than 50 cubic yards of soil are to be disturbed and the project is on fill, or is at a location designated for investigation by the director of the Department of Public Works, applicants for building permits must prepare a site history and analyze the site's soil for hazardous wastes. The project site is subject to the Maher Ordinance because an excess of 50 cubic yards of soils will be disturbed for construction of the basement and it is bayward of the historic high tide line.

Hazardous Materials Ordinance

The Hazardous Materials Ordinance provides for safe handling of hazardous materials in the City. Any person or business that handles, sells, stores, or otherwise uses hazardous materials in quantities exceeding specified thresholds and for a period of greater than 30 days, is required by Article 21 to register the hazardous materials with the Department of Public Health.

Hazardous Waste Ordinance

The Hazardous Waste Ordinance provides for safe handling of hazardous wastes in the City. The ordinance incorporates the state requirements for hazardous waste described in Section 6.5 (Hazardous Waste Management) of the California Health and Safety Code as well as the accompanying regulations found in CCR Title 22.

San Francisco Building Code – Chapter 36

Construction and renovation activities must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building constructed prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties. Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The project site is subject to this chapter of the Code because 151-161 Townsend Street was constructed in 1946. The regulating ordinance contains performance standards, including establishment of containment barriers that are at least as effective at protecting human health and the environment as those in the most recent *Guidelines for Evaluation and Control of Lead-Based Paint Hazards* promulgated by the U.S. Department of Housing and Urban Development.

IMPACTS

This section describes potential impacts related to the proposed project and legally required remediation and abatement measures that would be implemented as part of the project to reduce or eliminate potential impacts. Additional mitigation measures identified in this EIR are included in Chapter IV, Mitigation Measures. On the basis of this environmental review, no significant impacts that cannot be mitigated are identified.

SIGNIFICANCE CRITERIA

Hazardous materials impacts would be considered significant for the purposes of this EIR if they were to create a potential public health hazard or involve the use, production or disposal of materials that pose a hazard to people or animal or plant populations in the affected area. Impacts would also be considered significant if the proposed project would interfere with emergency response plans or emergency evacuation plans.

Definition, identification, and determination of threshold levels of hazardous materials are provided in the *Code of Federal Regulations* Title 40 and in the *California Code of Regulations* (CCR) Titles 22 and 26. Hazardous material means a substance or combination of substances which because of its quantity, concentration or physical, chemical or infectious characteristics may pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed (Harte, 1991). Determination of "substantial" hazard or "significant" levels of hazardous materials is performed on a case-by-case basis, although generally there are regulatory guidelines for determining acceptable levels and/or public health risks associated with exposure to hazardous materials.¹⁶

IMPACT ANALYSIS

Existing Underground Storage Tanks

The abandoned-in-place 3,500-gallon heating oil UST in the alley east of the current building and the 550-gallon heating oil UST, located along Townsend Street, present a potential soil and groundwater contamination source and could pose a risk to construction personnel. Information regarding the in-place abandonment of the 3,500-gallon heating oil UST appears to be incomplete (WDE, 1998b). It is unclear whether the UST was properly abandoned so as to avoid additional impacts to the soil and groundwater. Additionally, the presence of the UST could pose a safety hazard to workers during demolition, excavation and construction. The 550-gallon heating oil UST has not been properly removed or abandoned and could be releasing petroleum into the subsurface soils and groundwater. The presence of

¹⁶ Health risk evaluations are generally conducted in accordance with guidelines contained in the 1994 Cal EPA *Preliminary Endangerment Assessment Manual* and the U.S. EPA 1989 *Risk Assessment Guidance for Superfund, Volume 1, Human Health Evaluation Manual, Part A, Interim Final* as supplemented by later guidance documents. While there is some latitude in how to apply these guidelines, a risk assessment is generally conducted under the oversight of a regulatory agency to ensure that the risk assessment appropriately reflects potential health risks posed by a site.

the UST and associated piping could present a potential soil and groundwater contamination source and a health and safety risk to workers during the demolition and construction of the project.

The protocols and procedures used for the in-place abandonment of the 3,500-gallon UST should be reviewed by the SFDPH and if determined inadequate, the UST should be removed from the site and properly disposed. The UST could be left in place if the SFDPH approves the existing in-place abandonment, the SFDPH approves the present condition of the UST, the UST does not present a safety hazard to workers during demolition and construction, and the UST is not an obstacle to development. However, if left in place, its location and condition should be clearly identified on subsequent as-built drawings. Soil sampling adjacent to the UST may be required to insure that underlying soils or groundwater have not been impacted by the UST. Under current UST regulations the SFDPH would likely require that the 550-gallon heating oil UST be removed unless it is inaccessible or would require damage to a structure to remove. Removal of the UST would be in accordance with requirements of the San Francisco Department of Public Health Tank Removal Ordinance and the San Francisco Bay Regional Water Quality Control Board (RWQCB). Proper abandonment or removal would minimize the impacts that these two USTs represent to a less than significant level.

Identified On-Site Soil Contamination

Lead concentrations exceeding the hazardous waste threshold were detected in the subsurface soil at the site. Proposed project construction would require excavation of subsurface soil. The previous sampling did not define the lateral and vertical extent of elevated lead concentrations in the soil, therefore the location and quantity of lead-impacted soil is not certain. It is possible that there would be localized areas with varying concentrations of lead, some exceeding the hazardous waste threshold concentrations. Some of the lead-impacted soil may require disposal at a Class I hazardous waste landfill (Treadwell & Rollo, 1999b). The presence of lead contamination could present a health risk to construction workers if not properly handled during excavation. Lead-impacted soil that is excavated from the site could present substantial human health risks if improperly disposed or reused in areas that may result in human contact.

The project site was found to be along the boundary of the area covered under the Maher Ordinance and must meet the requirements for contaminated soil provided in the ordinance (WDE, 1998a; Treadwell & Rollo, 1999b). Because hazardous materials, namely hazardous concentrations of lead, were detected at the site, the project sponsor would be required to submit a Site Mitigation Plan (SMP) to the appropriate state or federal agencies, and to implement an approved SMP before the Department of Building Inspection issues a building permit. Mitigation would consist of the removal of hazardous substances and their disposal at an approved disposal site, or other appropriate mitigation. If toxics are found for which there are no established standards, the project sponsor would be required to request that state and federal agencies determine whether an SMP is needed. The Department of Public Health implements the Maher Ordinance and would require full compliance with the Maher Ordinance prior to construction of the proposed project.

In compliance with the Maher Ordinance, the project sponsor would submit an SMP to appropriate agencies, including the San Francisco Department of Public Health, as part of the project. The construction contractor would handle and dispose of excavated soils properly, employ worker health and safety and dust control procedures, and have a State Registered Professional Geologist or Engineer certify, at the completion of foundation activities, that all elements of the SMP have been performed in compliance with Article 20 requirements. Compliance with the Maher Ordinance would reduce any potential impacts related to contaminated soil or groundwater to a less than significant level.

Other Hazardous Materials

Asbestos

Current plans for the proposed project include demolition of the existing building. Potential exposure to asbestos, and the resulting adverse health effects, is possible throughout the demolition phases, if materials that contain hazardous substances are present during operations. All asbestos identified by the current survey (Al Clancy and Associates, 1999) must be removed prior to demolition of the building. Additionally, the roof that was previously not evaluated for the presence of asbestos should be sampled prior to demolition and if asbestos is identified, these materials must be abated in accordance with applicable law prior to construction. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/alterd including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from

the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a less than significant level.

Serpentine Containing Asbestos

The proposed basement excavation would encounter Franciscan Formation bedrock that could contain chrysotile, a variety of serpentine that constitutes a potentially harmful form of asbestos. If chrysotile is present in the rock, operations such as drilling, ripping and off-hauling could produce dust that contains asbestos. This could be a short-term construction hazard possibly affecting on-site personnel and persons in near-vicinity, off-site locations. It should be determined whether the bedrock proposed for excavation contains chrysotile serpentine. If the bedrock contains chrysotile serpentine, an evaluation would be required to determine whether construction operations would disturb the bedrock. If construction operations will disturb chrysotile serpentine in the bedrock, measures should be established to limit dust generation and adequately protect on-site workers against prolonged asbestos exposure. Because asbestos poses a hazard when it is in a friable (crushed) condition and becomes airborne, appropriate mitigation is required (see Section IV, Mitigation Measures.). Implementation of appropriate mitigation would minimize potential impacts related to serpentine containing asbestos to a less than significant level.

Lead-Based Paint

Demolition work that would be included in the proposed project would create exposure to paint materials containing lead, a potential hazard. Dust generating activities that include removal of walls, sanding, welding, and material disposal could produce airborne quantities of lead-laden material. These materials could expose workers and persons in close proximity, including off-site locations.

Precautions and work practices in compliance with the San Francisco Building Code, Chapter 36, must be initiated to appropriately handle areas identified as containing lead-based paint. The ordinance also identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party (owner or contractor) must provide written notice to the Director of Building Inspection of the location of the project; the nature and approximate square footage

of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or non-residential, owner-occupied or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Contaminant is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance. These regulations and procedures required as part of the San Francisco Building Code would ensure that potential impacts due to lead-based paint would be reduced to a less than significant level.

Materials Containing PCBs

Improper handling or disposal of discarded electrical equipment (i.e. fluorescent light fixtures) could result in human or environmental exposure to liquid material (i.e. oil) containing PCBs. If certain electrical equipment and fixtures in the existing building would be reused, analysis of oil within the equipment should be performed to determine the presence of PCBs. All refuse equipment identified as containing PCBs must be appropriately tested for PCBs and disposed properly as a hazardous waste. Large quantities of fluorescent light tubes (greater than 25) must be disposed according to hazardous waste regulations, preferably through a recycler. Adherence to these precautionary measures would reduce the potential hazards associated with PCB exposure to a less than significant level.

Construction Dewatering

Due to varying groundwater conditions in the vicinity of the site, it is possible that groundwater could enter subsurface excavation completed during the construction phase of the project. If this were to occur, it could be necessary to dewater the excavation and discharge the groundwater. Due to the presence of contaminated soil and USTs, there may be localized areas of groundwater contamination on the site. Contaminants could include petroleum hydrocarbons, lead, and asbestos. Further, if continued dewatering would be required, contaminants from other near-vicinity sites could be pulled into the site excavation. As such, groundwater discharged during construction could contain chemicals that would exceed the discharge requirements for the Bay or the City's sewer discharge criteria. Discharging water with elevated contaminant concentrations into the Bay could present potential human health and environmental exposure.

Dewatered groundwater would be discharged to the City's combined storm and sanitary sewer system in accordance with the City's Industrial Waste Ordinance (Public Works Code, Article 4.1) or to the Bay pursuant to an approved discharge permit. If standards could not be met with on-site treatment, off-site disposal by a certified waste-hauling contractor would be required. The project sponsor and SFDPH

would identify the appropriate handling procedures for groundwater produced during dewatering. These measures would minimize public health exposure to hazardous materials present in the dewatering discharge and reduce potential impacts to a less than significant level.

REFERENCES – Hazardous Materials

Al Clancy and Associates, *Report on Bulk sampling for Asbestos Containing Materials*, 150 King Street Building, San Francisco, California, 1999.

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Harte, John; Holdren, Cheryl; Schneider, Richard; and Shirley, Christine, *Toxics A to Z, A Guide to Everyday Pollution Hazards*, University of California Press, 1991.

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Regional Water Quality Control Board (RWQCB), *Leaking Underground Fuel Tank Field Manual* (LUFT Task Force, 1989) and the *Tri-Regional Board Staff Recommendations for Preliminary Evaluation and Investigation of Underground Storage Tank Sites*, 1990.

Schlocker, J.M, Bonilla, M.G., Radbruch, D.H. *Geology of the San Francisco North Quadrangle, California*, U.S.G.S. Miscellaneous Geologic Investigations, Map I-272, 1958.

Treadwell & Rollo, *Geotechnical Investigation, 160 King Street, San Francisco, California*, prepared for The Rosenberg Company, May 17, 1999a.

Treadwell & Rollo, *Environmental Site Characterization, 160 King Street, San Francisco, California*, prepared for The Rosenberg Company, April 30, 1999b.

William Dubovsky Environmental, *Phase I Environmental Site*, prepared for OU Interests, Inc. April 27, 1998a.

William Dubovsky Environmental, *Phase II Environmental Site Assessment at Lot 25 Block 3794, 155-165 Townsend Street, 150 & 160 King Street, San Francisco, California*, prepared for Douglas Rosenberg. September 24, 1998b.

E. GROWTH INDUCEMENT

In general, a project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project, as an infill development of an office structure in an urbanized area replacing an existing structure, would not be expected to substantially alter development patterns in the South of Market neighborhood or elsewhere in San Francisco. The net increase in floor area would be approximately 121,475 gross square feet, compared to existing conditions. This net change would not generate substantial population growth or concentration in the neighborhood, city or region. It would not introduce new, additional housing into the project area or neighborhood. Located in an urban area, the project would not necessitate or induce the extension of municipal infrastructure. In view of the above, there is no reason to believe that the project would result in additional development in the project site vicinity that would not otherwise occur.

CHAPTER IV

MITIGATION MEASURES PROPOSED TO MINIMIZE THE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potential significant environmental impacts of the proposed project. Some of these measures have been, or would be, voluntarily adopted by the project sponsor or project architect and contractor and thus are proposed; some are under consideration. Implementation of some may be the responsibility of other agencies. Measures under consideration or those that may have been rejected by the project sponsor may be required by the Planning Commission as conditions of project approval, if the project is approved. Each mitigation measure and its status are discussed below.

There are several items required by law that would serve to mitigate potential significant impacts; they are summarized here for informational purposes. These measures include: no use of mirrored glass on the building to reduce glare, as per City Planning Commission Resolution 9212; limitation of construction-related noise levels, pursuant to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code, 1972); compliance with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint; and observance of State and federal OSHA safety requirements related to handling and disposal of other hazardous materials, such as asbestos.

Measures that are not required by legislation but would serve to mitigate significant environmental impacts appear below. Measures preceded by an asterisk (*) are from the Initial Study (see Appendix A).

CULTURAL RESOURCES

MEASURE PROPOSED AS PART OF THE PROJECT

- *• Given the location and magnitude of excavation proposed, and the possibility that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. The archaeologist would first determine, in conjunction with the Environmental Review Officer (ERO), whether he/she should instruct all excavation and foundation crews on the project site of the potential for discovery of archaeological resources, and the procedures to be followed if such resources are uncovered.

The archaeologist would then design and carry out a program of on-site monitoring of all ground disturbing activities, during which he/she would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as his/her

representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the ERO, and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center of the California Historical Resources Information System at Sonoma State University. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center.

NOISE AND VIBRATION

MEASURE PROPOSED AS PART OF THE PROJECT

- *• The project sponsor would require the construction contractor to use pre-drilled piles where soil conditions permit, and state-of-the-art noise shielding and muffling devices on construction equipment. The project sponsor would also be required to notify adjacent building owners and occupants, prior to pile-driving and other vibration-producing activities, of the dates and expected duration of such work.

CONSTRUCTION AIR QUALITY

MEASURE PROPOSED AS PART OF THE PROJECT

- *• The project sponsor would require the contractor(s) to sprinkle demolition sites with water during demolition, excavation and construction activity twice per day; sprinkle unpaved construction

areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material being hauled on trucks; and sweep surrounding streets during demolition and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

This mitigation also would reduce demolition-related impacts regarding lead paint chips/lead dust. The project sponsor would also be required to comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint.

GEOLOGY

MEASURE PROPOSED AS PART OF THE PROJECT

- *• a. One or more geotechnical investigations by a California-licensed geotechnical engineer are included as part of the project. The project sponsor and contractor would follow the recommendations of the final geotechnical report(s) regarding any excavation and construction for the project.
- b. The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors the adjacent building for damage during construction, if recommended by the geotechnical engineer.
- c. The project sponsor and contractor(s) would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements were detected.

HAZARDOUS MATERIALS

MEASURE PROPOSED AS PART OF THE PROJECT

- The project sponsor would implement mitigation requiring the project contractor to water the site during excavation activities at least twice daily, or more frequently if necessary to prohibit visible dust emissions (which might indicate emission of non-visible dust), and take other steps to minimize dust generation during excavation, storage, and transport. Excavated materials containing over one percent friable asbestos would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and Federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

CHAPTER V

SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA), and with Sections 15040, 15081 and 15082 of the State CEQA Guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, or by other mitigation measures that could be implemented, as described in Chapter IV, Mitigation Measures, pp. 53-55.

- With the implementation of the mitigation measures outlined in Chapter IV, Mitigation Measures, pp. 53-55, all potential significant impacts would be reduced to a less-than-significant level.

Whether or not the project is approved, traffic volumes and transit loadings in the site vicinity are projected to increase. Cumulative increases in traffic congestion may in turn cause cumulative increases in criteria air pollutants and a degradation of air quality. However, the project's incremental contribution to these potential cumulative effects would be negligible.

CHAPTER VI

ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with each alternative. Project decision-makers could adopt any of the following alternatives, if feasible, instead of approving the proposed project.

A. ALTERNATIVE A: NO PROJECT

This alternative would entail no change to the site, which would remain in its existing condition. The 151-161 Townsend Street building would not be demolished, and the proposed 160 King Street office, retail, and parking structure would not be constructed. Unless the 151-161 Townsend Street building were upgraded to accommodate other tenants, there would be no temporary construction impacts, such as noise, dust and construction traffic.

This alternative would not result in any increase in travel to and from the project site, thus avoiding traffic-related effects of the proposed project. This alternative would not result in effects associated with hazardous materials located on the project site or visual quality effects associated with the construction of a new 105-foot office building. This alternative would also not cause any of the other impacts associated with the proposed project as described in the Initial Study, such as those related to the minor increase in shadow and an incremental increase in emissions of criteria air pollutants.

The No Project Alternative would be environmentally superior to the project because it would avoid the environmental impacts of the project. However, this alternative would not meet any of the project sponsor's objectives.

The 151-161 Townsend Street building, which contains a total of approximately 61,525 square feet, is vacant but for 8,865 square feet that is occupied by offices and a retail business. Full reoccupancy of this building would generate incrementally greater traffic and air pollutant emissions, compared to existing conditions, but less than the proposed project. However, whether such occupancy would occur is speculative.

B. ALTERNATIVE B: CODE COMPLYING ALTERNATIVE, ONE TOWER

This alternative would involve construction of a building with the same general configuration of uses (parking, ground-level retail, and office) as the proposed project. However, this alternative would differ from the proposed project in that it would not require exceptions to the bulk limitations required by Planning Code Section 270. As such, this alternative would include approximately 34,000 square feet

- (or 19 percent) less office space than the proposed project resulting from the reduced dimensions of the top two stories (levels nine and ten) of the building. The proposed project includes one elevator core, setbacks at the eighth story and above of 10 feet for the entire width of the building on both street frontages, and setbacks of approximately 20 feet on the middle portions of the northeast and southwest elevations. In contrast, this alternative would include a rectangular mass two levels high, set back 10 feet from Townsend Street about approximately 86 feet wide, and extending about 110 feet towards King Street.¹⁷ The two-level “penthouse” would cover about one-third of the area of the main mass (the lower eight stories) of the building.

The impacts associated with this alternative would be proportionally reduced in relationship to the proposed project with regard to traffic generation and traffic-related emissions of criteria air pollutants. Construction related noise and air quality effects of this alternative would be similar to those associated with the proposed project since the construction period would not be markedly different. Visual quality effects of this alternative would not change substantially from those of the proposed project. Effects associated with hazardous materials would be the same as those of the proposed project. As with the proposed project, effects related to shadow and historic resources would be less than significant. With regard to wind, this alternative would result in the addition of a new wind hazard criterion exceedance due to increased winds in the alley adjacent to the site.

This alternative would provide substantially less office space than would the proposed project, therefore not achieving the project sponsor’s objective of serving the growing need in San Francisco for traditional office space in order to enable existing businesses to remain in the City and to attract new businesses to San Francisco. The reduced amount of office space provided in this alternative would also potentially not be adequate for the large tenants sought by the project sponsor, including regional and national headquarters of large companies.

C. ALTERNATIVE C: CODE COMPLYING ALTERNATIVE, THREE TOWERS

This alternative would involve construction of a building with the same general configuration of uses (parking, ground-level retail, and office) as the proposed project. However, like Alternative B, this alternative would differ from the proposed project in that it would not require exceptions to the bulk limitations required by Planning Code Section 270. This alternative would include approximately 5,000 square feet (or about 3 percent) less office space than the proposed project resulting from the reduced dimensions of the top two stories (levels nine and ten) of the building. As proposed, the project would include one elevator core, setbacks at the eighth story and above of 10 feet for the entire width of the

¹⁷ The particular design of the alternative discussed here is intended to be representative of a one-tower code-complying design and could be executed in numerous alternative variations with regards to setbacks and precise location of the top two stories on the structure.

building on both street frontages, and setbacks of approximately 20 feet on the middle portions of the northeast and southwest elevations. In contrast, Alternative C would include two elevator cores and three rectangular masses two levels high, each approximately 82 feet wide and about 110 feet long. The three, two-level “penthouses” would be spaced about 22 feet from one another on top of the main mass (the lower eight stories) of the building. Such a design would not only reduce the amount of overall gross floor area for office space, but due to the inclusion of an additional elevator core, would create smaller, less flexible floor plates.

The impacts associated with this alternative would be generally the same as those for the proposed project with regard to traffic generation and traffic-related criteria air pollutants. Construction-related noise and air quality effects of this alternative would be similar to those associated with the proposed project. Visual quality effects of this alternative would not change substantially from those of the proposed project. Effects associated with hazardous materials would be the same as those with the proposed project. As with the proposed project, effects related to shadow and historic resources would be less than significant. With regard to wind, this alternative would likely have effects similar to the proposed project, however it could result in the addition of a new wind hazard criterion exceedance due to increased winds in the alley adjacent to the site.

This alternative would provide less office space than would the proposed project, therefore not fully meeting the sponsor’s objective of serving the growing need in San Francisco for traditional office space. This alternative also would involve construction of two elevator cores, thus increasing construction costs, not maintaining the orientation of the building toward one street, and not maximizing the floor plate size at all levels of the building to offer the maximum tenant flexibility. The smaller and less flexible floor plates would also potentially not adequately appeal to the multimedia businesses sought as tenants by the project sponsor.

● D. ALTERNATIVE D: NO PARKING ALTERNATIVE

The No Parking Alternative would involve the construction of a shorter structure with the same footprint as that of the proposed project, and would include no on-site parking. Such a structure would include the same amount of office space and the same amount of retail space as the proposed project, and would be at least five stories tall rather than the proposed nine stories. As such, in the short-term, this alternative would result in a shortfall of parking of 183 spaces and would contribute to the expected shortfall of 872 spaces under interim cumulative conditions.

In contrast to the proposed project, this alternative would not require exceptions from the bulk limits set forth in Planning Code Section 270(d) because the maximum plan dimensions provided for in that section apply to buildings above 80 feet in height and this alternative would construct a building of less than 80 feet. In addition, Planning Code Section 151 requires a project of this scope (based on the occupied floor area of each proposed use) to include 343 parking spaces and would allow up to 515

spaces as an accessory use.¹⁸ As such, this alternative would require an exception from Section 151. The sponsor could seek an exception by requesting that the Zoning Administrator grant a variance. Under Planning Code Section 305(c), a variance applicant must demonstrate that: 1) exceptional or extraordinary circumstances apply to the property; 2) the literal enforcement of the Code would result in a difficulty or hardship not created by the property owner; 3) such variance is necessary for the enjoyment and preservation of a substantial property right; 4) such variance would not be detrimental to the public welfare; and 5) such variance would be in harmony with the general purpose of the Planning Code and General Plan.

The sponsor would also have the option to request that the Planning Commission grant conditional use approval for the project as a Planned Unit Development. As established in Section 304 of the Planning Code, developments proposed in districts other than C-3 and the South of Market Base District on parcels larger than one-half acre may seek conditional use approval as a Planned Unit Development. Under such an application, an applicant can seek exception from provisions of the Planning Code to the extent specified in the application. In order to be approved, a PUD must meet the criteria set forth in Sections 303(c) and 304(d) of the Planning Code. Conditional use approval, pursuant to Section 303(c), requires that the applicant demonstrate that the proposed project would be necessary or desirable for, and compatible with, the neighborhood and community, would not be detrimental to the general welfare of those living and working in the vicinity, and would not conflict with the Planning Code or General Plan.¹⁹ Section 304(d) requires that the proposed development, among other things, promote the objectives of the General Plan, provide adequate off-street parking, and provide appropriate usable open space.²⁰

The traffic impacts associated with this alternative would be similar to those of the proposed project. The proposed mix of retail and office space (a combined 183,000 gsf) would generate the same number of vehicle trips (67 during the p.m. peak-hour) and the same demand for parking (183 spaces) as the proposed project. The lack of parking in this alternative would result in vehicles that would have otherwise traveled to the project garage having to find parking elsewhere in the vicinity. While the lack of provision of the 183 parking spaces would not result in a change in the number of vehicle trips generated by the project,²¹ this alternative would result in a redistribution of traffic through intersections

¹⁸ Planning Code Section 223 identifies parking structures for passenger vehicles as a permitted use in the M-2 zone. As such, if the amount of parking included in the proposed project was proposed in a separate structure as a principal use, it would not require conditional use approval.

¹⁹ Planning Code Section 303(c)(1-5) establishes five findings of fact that must be achieved for a conditional use application to be approved.

²⁰ Planning Code Section 304(d)(1-8) establishes the criteria that, in addition to Section 303(c), a proposed development must meet to be approved as a PUD.

²¹ The Planning Department has developed formulae by which calculations can be performed to determine the number of person and vehicle trips a proposed project would be expected to generate based on its location and mix of uses. These formulae were developed based on the 1993 Citywide Transportation Behavior Survey (CTBS), which included interviews with individuals to determine their transportation choices. While parking availability is inherent in those choices, the formulae for trip generation are based on the land use and its location, and no adjustment to vehicle trip generation is made based on actual parking availability.

in the vicinity of the project site as drivers looked for parking at locations other than at the site. The long term effect of this parking deficit could be to discourage auto use and to encourage the use of local transit; it could also encourage the construction of additional parking facilities or measures to increase the supply within existing or proposed facilities. The increased demand would not substantially alter the existing nature of the area-wide parking situation.

In addition to the 183 spaces for which the project would generate a demand, the proposed project would also include 196 parking spaces that would be available to accommodate existing vehicles in the vicinity of the project site not associated with development on the site. Under this alternative, because there would be no parking available on site, these drivers would have to look for parking at locations other than the project site in the same manner as under existing conditions. The proposed project's provision of the 196 spaces would not result in the generation of new vehicle trips and therefore this alternative's lack of provision of these spaces would not directly result in a reduction in the number of vehicle trips.

As with the proposed project, the number of vehicle trips generated by this alternative would not substantially contribute to the degradation of any intersection to an unacceptable level of service. Therefore, this alternative would result in less than significant traffic effects. This alternative's shortfall of parking, both with regard to the Planning Code required number of spaces (343) and the estimated demand for on-site parking (183), would not be considered an adverse environmental effect. *San Francisco General Plan* policies emphasize the importance of public transit use and discourage the provision of facilities that encourage automobile use to minimize the environmental impact of traffic congestion, noise, and air quality associated with unconstrained vehicle use. Therefore, the creation of or increase in parking demand resulting from a proposed project that cannot be met by existing or proposed parking facilities would not itself be considered a significant effect. As such, like the proposed project, this alternative would result in less than significant parking effects.

While this alternative would result in a slight redistribution of traffic within the immediate vicinity of the project site, it would not result in a discernable increase in the vehicle miles traveled compared to the proposed project. It is possible that persons looking for parking in the project vicinity would have to drive slightly further to find parking if none was provided on site, however any additional distance would be only a small fraction of the total length of the trip. As such, air quality impacts would be similar to those of the proposed project, and, as with the proposed project, this alternative would result in less than significant air quality effects.

Because this alternative would result in a structure noticeably shorter than the proposed project (approximately 30-40 feet shorter), this alternative would have slightly different visual quality effects than the proposed project. Although the aesthetics of the building design would not necessarily change, a shorter building would likely be less visible from middle- and long-range viewpoints. Like the proposed project, this alternative would not obstruct any scenic views or affect a scenic vista and would have less than significant visual quality effects.

This alternative would be similar to the proposed project in its demolition of the existing building on the project site, the footprint of the building that would be constructed, and the disturbance of existing soil and subsurface conditions. As such, with implementation of the mitigation measure identified in the DEIR on p. 55, this alternative would result in the same less-than-significant effects as the proposed project.

The No Parking Alternative would not result in any additional adverse environmental effects.

● **E. ALTERNATIVE E: REDUCED PARKING ALTERNATIVE**

This alternative would involve construction of an office building with ground-floor retail and only the Code-required amount of parking. The proposed project would include 379 parking spaces and this alternative would include 36 fewer spaces, for a total of 343 spaces. Under this alternative, the proposed building would be the same height as the proposed project and would include the same amount of office and retail space as the proposed project.

Similar to the proposed project, this alternative would require exceptions from the bulk limits set forth in Planning Code Section 270(d) because the maximum plan dimensions would be exceeded. In addition, Planning Code Section 151 requires a project of this scope (based on the occupied floor area of each proposed use) to include 343 parking spaces and would allow up to 515 spaces as an accessory use. This alternative would meet the requirements of Section 151.

The traffic impacts associated with this alternative would be nearly identical to those of the proposed project. The proposed mix of retail and office space (a combined 183,000 gsf) would generate the same number of vehicle trips (67 during the p.m. peak-hour) and the same demand for parking (183 spaces) as the proposed project. The provision of 36 fewer parking spaces than the proposed project would not result in a change in the number of vehicle trips generated by development on the site, and would not result in a noticeable redistribution of traffic.

In addition to the 183 spaces for which the project would generate a demand, the proposed project would include 196 parking spaces that would be available to accommodate existing vehicles in the vicinity of the project site not associated with development on the site. Under this alternative, which would provide 36 fewer parking spaces, fewer of these vehicles would be accommodated on site and 36 more would have to look for parking at locations other than the project site in the same manner as under existing conditions. The proposed project's provision of the 196 spaces would not result in the generation of new vehicle trips and therefore this alternative's provision of less than 196 such spaces would not directly result in a reduction in the number of vehicle trips.

As described for the proposed project, the number of trips generated by this alternative would not substantially contribute to the degradation of any intersection to an unacceptable level of service. Therefore, this alternative would result in less than significant traffic effects. This alternative would not result in a shortfall of parking, either with regard to the Planning Code or expected demand but would

provide incrementally less relief than would the proposed project to the expected shortfall of 872 spaces under interim cumulative conditions. Therefore, like the proposed project, this alternative would result in less than significant parking effects.

This alternative would be similar to the proposed project in its demolition of the existing building on the project site, the footprint of the building that would be constructed, and the disturbance of existing soil and subsurface conditions. As such, with implementation of the mitigation measure identified in the DEIR on p. 55, this alternative would result in the same less than significant effects as the proposed project.

This alternative would have essentially the same less-than-significant air quality and visual quality effects as the proposed project. The Reduced Parking Alternative would not result in any additional adverse environmental effects.

CHAPTER VII

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Occupant
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Occupant
165 Townsend Street
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Occupant
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● CHAPTER VIII

160 KING STREET PROJECT DRAFT EIR – SUMMARY OF COMMENTS AND RESPONSES

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SECTION A

INTRODUCTION

This document contains public comments received on the Draft Environmental Impact Report (Draft EIR or DEIR) prepared for the proposed 160 King Street project, and responses to those comments.

Following this introduction, Section B contains a list of all persons and organizations who submitted written comments on the Draft EIR and who testified at the public hearing on the Draft EIR held on October 7, 1999.

Sections C and D contain the comments and responses. Comments are grouped by commenter, rather than by topic, to allow commenters to easily find the responses to their comment(s). As the subject matter of one comment may overlap that of others, the reader may be referred to a prior response.

Section C contains comment letters received during the public review period from August 28 to October 11, 1999,¹ and the responses to each comment. Each substantive comment on the EIR is labeled with a number in the margin and the response to each comment is presented immediately after the letter containing that comment.

Section D contains transcribed comments made at the public hearing on the Draft EIR and the responses to each of those comments. Each substantive comment on the EIR is similarly labeled with a number in the margin, and the responses to each set of comments follow those comments.

Some comments do not pertain to physical environmental issues, but in some instances responses are included to provide additional information for use by decision makers.

These comments and responses will be incorporated into the Final EIR as a new chapter.

¹ The public review period, which was originally scheduled to close on October 7, 1999, was extended by the Planning Commission at the October 7 hearing until October 11, 1999 at the request of a member of the public.

SECTION B

LIST OF PERSONS COMMENTING

Georgia Brittan, San Franciscans for Reasonable Growth, letter

Hector Chinchilla, Planning Commissioner, public hearing comments

Jean C. R. Finney, California Department of Transportation, letter

Sue Hestor, public hearing comments

Audrey Joseph, public hearing comments and letter

Larry Martin, Planning Commissioner, public hearing comments

Beverly Mills, Planning Commissioner, public hearing comments

Lloyd Schloegel, public hearing comments

SECTION C

WRITTEN COMMENTS AND RESPONSES

This chapter includes a copy of the comment letters received during the public review period on the Draft EIR and responses to those comments. Each substantive comment on the Draft EIR is labeled with a number in the margin and the response to each comment is presented immediately after the letter containing that comment.



RECEIVED
SEP 10 1999
CITY & COUNTY OF S.F.
DEPT OF CITY PLANNING

Sep 9, 1999

Rick Cooper
Planning Dept.
1660 Mission St
San Francisco, CA 94103-2414

RE: 160 King Street, Case #99.027E-Assessor's Block3794.Lot25

Dear Mr Cooper,

Further to our conversation the other day, below please find a list of our concerns with regard to the above mentioned project.

We are located at 177 Townsend St/ 174 King Street. We are a night club that has been operating at this location since 1988. Our building has a great deal of sensitive light and sound equipment. With regard to the demolition of 160 King Street our concerns are:

- A. Vibration Damage to our equipment
- B. Damage to our building which is less than 3" from subject building.
- C. Hampering of foot traffic to and from our building
- D. Falling objects - we have a corrugated glass roof
- E. The exposure of a large number of people to various hazards
- F. Exposure of our employees to hazards
- G. Dust infiltration to the inside of our building through our exhaust system damaging our electronic equipment and interfering with our ability to operate our business.
- H. Exposure of a large number of people to airborne particles that are toxic from soil and structure - Building was a paint factory & printing plant.



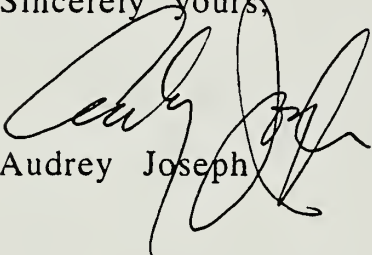
- I. Noise from equipment.
- J. Increase in rodent population due to excavation and the danger of rodent attack on our employees and patrons.
- K. Potential interference with our sewer, plumbing, electrical and phone systems.

We are not opposed to the project but we are very concerned about the safety, health and welfare of our employees and patrons and of course the continued health of our business. We would like to see a comprehensive plan by the applicant on how they intend to protect us and safeguard our employees and patrons.

1
CONT.

Your prompt attention to this matter is appreciated.

Sincerely yours,



Audrey Joseph

LETTER A – AUDREY JOSEPH, THE TOKEN DIVA CORPORATION

- A-1) This comment does not address the adequacy of the Draft EIR and therefore no response is required. However, for informational purposes, it should be noted that construction-related effects that would potentially impact adjacent and other nearby properties, including effects related to noise, air quality, and hazardous materials, are addressed in the Draft EIR. Because of their temporary nature, construction-related noise, traffic, and air quality effects are generally not considered to be significant. Nonetheless, regarding noise and vibration, Mitigation Measure 1 of the Initial Study (included in the DEIR as Appendix A) is provided to minimize the potential disturbance to adjacent properties. Regarding air quality, Mitigation Measure 2 of the Initial Study has been provided to reduce potential effects during construction.

Effects related to the disturbance of hazardous materials on the project site were analyzed and addressed in the DEIR in Chapter III.D, Hazardous Materials. The DEIR found that based on existing conditions on the project site and legally required remediation and abatement measures for addressing hazardous materials, the project would not result in significant impacts. One mitigation measure was included in the DEIR (p. 55) to address the potential effects of airborne toxic materials by, among other practices, watering the site twice daily to control dust emissions.

Additional safety and nuisance-reducing procedures required by the San Francisco Planning Code and Building Code would be implemented during construction and would provide further reduction of effects that could otherwise disturb nearby properties.

October 11, 1999

Hillary Gitelman
Environmental Review Officer
Planning Department
1660 Mission Street
San Francisco, Ca 94103-2414

Dear Ms. Gitelman:

Below are San Franciscans for Reasonable Growth's comments on the DEIR for 160 King Street, 99.027E.

p. 8 please state how much parking would be in the alternatives B and C.
It should also be in the text at pages 57 and 58.

1

p.13 please give an understanding of the "upward pressure on office rents". Please cite some facts or statistics currently and what are the projections for rents. Is there going to be an increase in vacancies in current office space due to corporate moves like virtual vacating of the two Chevron office towers or Bank of America space in the C-3 and other downtown zones like the SSO, M-1, M-2 of the BV SUD. What about other new projects that may come on line and be available for occupancy prior to the completion of this project. A complete listing of all projected office space whether new or existing would help to understand not only the economics of the office space and the need for new office space but also potential impacts. ~~X~~

2

A listing of current office space available would also be able to track where multi-media firms are locating. For example, a new NBC internet company plans to lease 6 floors in the Standard Oil Building (225 Bush), with plans to lease possibly 6 more after that. That would nearly be half the building housing a multi-media company in the C-3. This may be a trend the staff, Commission, developers and the public need to understand.

p.55 needs to state the mitigation for the crowds that will be flocking to the new ballpark during demolition. EIR states that occupancy for 160 King Street will be in 2001. Will demolition be occurring when the Giants' season begins in April of 2000? The EIR needs to include the fact that tens of thousands of people will be in close proximity to the site on game days while construction is going on. Many of these people will be children who are more susceptible to the toxins on the site because they are still growing. Is watering just twice a day enough to protect visitors to the area from not only the possibility of serpentine in the ground when the drilling is going on, but also the lead based paint that will be disturbed during the demolition phase. Would more watering help? How much watering would be enough or prudent? What are the standards in densely populated areas for this type of environmental situation and is the proposed mitigation enough? The DEIR states "more frequently if necessary to prohibit visible dust emissions (which might indicate emission of non-visible dust) and take other steps to

3

minimize dust generation..." This statement alone is not enough, but seems to admit there could be a problem. The mitigation should specifically spell out the strongest possible methods given the huge number of people that will be in the area during game days and acknowledge the presence of these people on those days.

3
CONT.

p.58 There should be an Alternative D: Housing with parking for the residents with some excess parking like the proposed project. Not only could this include a discussion of the parking deficit in the area and the plan to have people take public transit to the ballpark, but this Alternative could discuss the One Embarcadero South project. A housing alternative would be complementary to the One Embarcadero South project and it would also create a "Wrigleyville-like" neighborhood around the ballpark.

Subsets of this Alternative D should include:

Alternative D1: housing without parking

Alternative D2: housing with just parking for residents

4

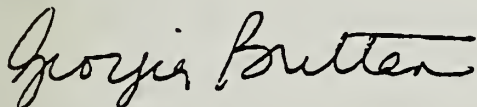
Alternative E: Just parking. A parking garage condominium for Giants charter seat/season ticket holders. This alternative could discuss the parking demand/deficit in the area and how this alternative could help.

Alternative F: Light industry space to comply explicitly with the M-2 zoning.

Alternatives D, E and F are important to discuss because these comments have requested information on the demand for and availability of office space in the C-3, SSO, M-1, M-2 and BV SUD areas. (see comments above on DEIR p. 13) If the demand is not as great as foreseen by the developer in the objectives stated on page 13 of the DEIR, then perhaps these proposed alternatives would better meet the environmental objectives of the Master Plan of the City and County of San Francisco.

Thank you and thanks to the Commission for the extension of the written comment period.

Sincerely,



Georgia Brittan

For San Franciscans for Reasonable Growth

Cc: Sue Hestor

*PLEASE ALSO INCLUDE THE NEW OFFICE SPACE
PLANNED FOR EXECUTIVE PARK AND WHAT "TYPE" OF
OFFICE SPACE IS PROJECTED FOR OCCUPANCY THERE
(P.13 COMMENTS)

LETTER B – GEORGIA BRITTAN, SAN FRANCISCANS FOR REASONABLE GROWTH

- B-1) Alternative B would have 34,000 gsf less office space and the same amount of retail space than would the proposed project. Alternative C would have 5,000 gsf less office space and the same amount of retail space than would the proposed project. As a result of the reduced amount of office space, the minimum number of parking spaces required by Planning Code Section 151 (one car per 500 occupied square feet of office space) would be proportionately less than the proposed project. However, the Planning Code permits accessory parking in the amount of one and a half times the number of spaces that are required. Therefore, while Alternative B would be required to provide approximately 279 parking spaces and Alternative C would be required to provide approximately 333 spaces, half again the number of spaces (approximately 420 and 500, respectively) would be allowable as an accessory use. Provision of the additional allowable accessory parking would not result in additional adverse effects on the environment and would reduce an expected parking shortage under interim and longer-term cumulative conditions.
- B-2) This comment is in response to the project sponsor's objectives and not the DEIR's description or analysis. Issues related to the demand, supply, and cost of office space and the manner in which development is occurring on a city-wide basis do not directly pertain to the potential physical environmental impacts that could occur as a result of the proposed project. Such issues are typically considered and assessed as part of the Planning Commission's determination of whether or not to grant approval for a proposed project. It should be noted, however, that the project as proposed would require exceptions from the Planning Code (regarding bulk limitations) granted by the Planning Commission, but would not require conditional use approval.

The appropriateness of the proposed project in terms of its compatibility with established land use plans and policies is discussed in the DEIR in Chapter III.A, Zoning and Land Use. As stated on page 18 of the DEIR, Planning Code Section 321 restricts the amount of new office space that can be constructed on annual basis. The potential indirect growth inducement effects that could result from the proposed project are assessed on page 52 of the DEIR.

- B-3) The DEIR addresses the potential effects of construction-related air quality on pages A.20-A.21 of the Initial Study (included in the DEIR as Appendix A). As noted on page A.21, the project sponsor would be required to implement the Bay Area Air Quality Management District's (BAAQMD) standard set of PM_{10} control measures for construction activities. These same measures, which are part of the BAAQMD's CEQA Guidelines, are standard measures throughout the Bay Area and are required of every project in San Francisco with the potential for such effects. By the BAAQMD's assessment, the watering of unpaved construction areas a minimum of twice per day has been determined to be adequate to mitigate potential adverse dust effects. These measures are incorporated into Mitigation Measures listed on pages 54 and 55 of the DEIR. The San Francisco Department of Building Inspection is responsible for enforcing implementation of

these measures and the BAAQMD responds to complaints regarding construction-related air quality effects.

- B-4) *CEQA Guidelines* Section 15126.6 states that an EIR “shall describe a range of reasonable alternatives which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. . .” This same section states that the range of alternatives is governed by the “rule of reason” that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice. An EIR need not consider every conceivable alternative to the project. As such, the DEIR provides three alternatives that represent a reasonable range of project intensity that could occur on the site while meeting the sponsor’s basic objective of developing an office building supported by retail and parking. If some aspect of the nature of the uses of the proposed project was found to have the potential for significant environmental effects that could not be mitigated, an alternative that analyzes other potential uses for the site would be considered. This is not the case for the proposed project. Further, the uses proposed as part of the project are all principal permitted uses in the M-2 zone, while housing would be a conditional use.

Also, regarding parking alternatives, see the alternatives added to the text of the DEIR in Section E, Staff-Initiated Text Changes. Regarding the DEIR’s analysis of land use issues, see the response to Comment E-2.

DEPARTMENT OF TRANSPORTATION

P O BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454

October 14, 1999

Mr. Rick Cooper
City and County of San Francisco
Planning Department
1660 Mission Street
San Francisco, CA 94103

RECEIVED
OCT 18 1999
CITY & COUNTY OF S.F.
DEPT OF CITY PLANNING

SF-280-17.07
SF280101



Dear Mr. Cooper:

Draft Environmental Impact Report (DEIR) for 160 King Street Project

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. We have reviewed the DEIR for the 160 King Street Project and have the following comments:

In our letter of July 8, 1999, in response to the Notice of Preparation (NOP), we stated that the DEIR should include an analysis of the project's impact on Interstates 80 (I-80), 280 (I-280), and Highway 101. This DEIR discusses traffic impacts on city streets, but there is no discussion of impacts on the nearby State highway facilities. Please provide us with this analysis.

Please be advised that Caltrans is currently designing the San Francisco Oakland Bay Bridge (SFOBB) Western Span Retrofit project. This project will be under construction by the end of the year 2000 and will take five to seven years to complete. As part of this project, Caltrans will be retrofitting the concrete freeway section in San Francisco between 5th Street and the Bay Bridge anchorage. In addition, the Fremont street ramp and bus ramps connecting to the Transbay Terminal are part of the proposed retrofit project. Under this stage, both the east loop and the Fremont Street off-ramp structures off the western approach to the Bay Bridge will be torn down and rebuilt or retrofitted. This project could potentially impact regional access to the project site.

1

Thank you for the opportunity to work with you on this project. We would appreciate receiving a copy of the Final Environmental Impact Report (FEIR) for our review once it is completed. If you need any further information or have questions regarding this letter, please call Nandini N. Shridhar, AICP, of my staff at (510) 622-1642.

Sincerely,

HARRY Y. YAHATA
District Director

By

JEAN C. R. FINNEY
District Branch Chief
IGR/CEQA

**LETTER C – JEAN C. R. FINNEY, CALIFORNIA DEPARTMENT OF
TRANSPORTATION**

- C-1) The commenter's letter was dated and received subsequent to the close of the extended comment period. As a courtesy to the commenter, the following response has been provided. As described on page 34 of the DEIR, the proposed project would generate approximately 67 vehicle trips during the p.m. peak hour. Based on the estimated 67 trips, the DEIR concluded that the proposed project would not substantively contribute to a degradation in the level of service at local intersections under short-term, interim cumulative, or longer-term cumulative conditions. Similarly, the contribution of the proposed project to expected traffic volumes on Interstate 80, Interstate 280, and Highway 101, which are substantially greater than those on local streets, would be insignificant (well below 1%). As such, no further analysis was required or performed in the DEIR in order to determine that the proposed project would not result in a significant impact on nearby freeways.

The commenter's advice regarding the San Francisco-Oakland Bay Bridge Western Span retrofit project is noted. As is the case with the other existing and proposed developments in the vicinity of the project site, vehicular access problems and parking shortages are likely to occur during phases of the retrofit project.

SECTION D

PUBLIC HEARING COMMENTS AND RESPONSES

This chapter contains a transcript of the public hearing on the Draft EIR and the responses to each of those comments. Each substantive comment on the Draft EIR is labeled with a number in the margin and the response to each comment is presented following the commenter's remarks. For purposes of sequential reference with the written comments, these comments are designated as though they were contained in comment letters. Therefore, comments from the first speaker at the public hearing are answered in responses D-1, D-2, etc., from the second commenter, in responses E-1, E-2, and so on. Where responses have resulted in changes to the text of the Draft EIR, these changes will also appear in the Final EIR.

Comments

I am Audrey Joseph. My business on Townsend occupies the space at 177 Townsend Street and 174 King Street. Our building, except for about three inches, directly abuts this project. I sent comments already to Mr. Cooper dated September 9th. I am concerned. My business has been there for twelve years. I have 68 employees whose primary income comes from the work that they do at our club. We are the largest gay-oriented nightclub in the city. We put on shows. We put on events. We disseminate information on political and health issues, and we raise tens of thousands of dollars for our community.

If the demolition of this building -- the demolition of this building could significantly impact my building. We have a corrugated glass roof. There is -- the environmental impact report as I read it said that the soil is rather toxic. It is across the street from PacBell Park. We all know that their soil is very toxic. If the dust there from the soil rises in the air and gets into my exhaust system, every piece of electronic equipment, which is about \$600,000 worth of electronic equipment, my building will be destroyed. I don't see any provisions made for protecting my structure. I am concerned about foot traffic being impaired so that my clients, my patrons won't be able to get in. I am concerned about dangers to my employees. Again, we have a corrugated glass roof. I am afraid of falling objects. I am afraid of people inhaling that dust. I would like to see the sponsor -- I don't oppose the project. I would like to see the sponsor of the project come forward with safeguards that would protect my business and my building without impacting my business in any way. We pay a considerable amount of taxes, both business tax and sales taxes to California. And I think that -- well, that's it. Thank you very much. (Audrey Joseph)

D-1

Response to Comment D

D-1) Please see the response to Comment A-1.

Comments

Sue Hestor, attorney for San Franciscans for Reasonable Growth. Georgia [Brittan] and I have commented on more EIRs than anyone in the city, I think. I am going to start off with the alternatives, because I think one is glaring that isn't considered at all, which is Alternative D. I think there needs to be a no-parking, or minimal parking alternative. Because when you look at the building, and I was looking at the rendering in here and I was saying, "Gee, whiz this is a huge building for such a relatively modest" – I mean, in San Francisco an under 200,000 square foot downtown office building, and it is because it is mostly a parking garage. And I went through all the hearings on PacBell Park, and I know that this is a terrible location to have cars pouring out of during the game. What this really looks like is a parking garage driving the project. One of the reasons why you need an alternative like that in here is to sort out the impacts. Without an alternative that pulls out the parking garage, you don't have an idea of whether it is a better project or not, and that should have been in there from the beginning.

E-1

The second thing that is kind of slid over is, again, this area is going through a rezoning. And what are going to be the standards? You don't know because you haven't done it yet. This is the ballpark area rezoning, which is underway right now. And the time frame is not clear whether this project would be coming back before or after that zoning is complete. I would hope that it would come back after the zoning is complete so that it is totally guided by the zoning. This is one I am not personally making a stand over, the loss of industrial space next to a ballpark. I am in other areas because you have heard that from me. This is an M zone parcel, but I guess I have given up on everything east of Second Street, at this point. But it doesn't mean that you should throw out every one of your policies. You still need to look at what are the uses that are being displaced and where are they going to go. Because that is an issue. Look at the drawing. Look at the EIR. Look at the photo in there. The types of businesses that are on this block are historically part of what supported the Downtown. Where are they going to be able to go? That is part of the land use analysis. Even if we concede the change of zoning on this site, I think that an environmental impact report has to talk about where the businesses go, are we losing those businesses from the city. This is what is called business services.

E-2

Also, I am always frustrated with the planning department ignoring Proposition M and the policies. "The project would not alter the general land use pattern of the immediate area, which includes several office buildings." The several office buildings that are in this area are of a much more modest scale, and a lot of them are through Prop M. The kind of office spaces that have been in this area have been very modest. This is a major change in scale, and it is a major change in scale with all of that parking. So I will close with that comment, and I will also submit the rest of my comments in writing. But I really think you need to sort out whether you approve projects before we finish the rezoning. I think that is a huge issue because rezoning should also issue into mitigation measures. Thank you. (Sue Hestor)

E-3

Responses to Comment E

E-1) See Section E, Staff-Initiated Text Changes, for two alternatives (a "no parking" and a "reduced parking" alternative) that have been added to the text of the Draft EIR. Traffic impacts associated with the project are addressed in the DEIR on pages 34-35. The DEIR concluded that with the addition of project traffic, "operating conditions would not worsen from existing conditions at six of the seven study intersections. One intersection, Third and Townsend Streets, would worsen from LOS C to LOS D. No significant impact would occur." Under interim cumulative conditions, conditions would remain acceptable except at Second and Brannan Streets and at Third and Brannan Streets, which would deteriorate to LOS F. Deteriorated conditions at these intersections

could be improved to LOS D with mitigation. The proposed project's contribution to the decline in level of service would represent approximately 2% to 4% of the increase in traffic volumes, which is not considerable. Although under longer-range cumulative conditions the level of service would worsen at two intersections, the proposed project's contribution to these conditions would not be considerable. Therefore, the proposed project would not result in a significant impact related to traffic. Furthermore, with regard to Ballpark traffic, it should be noted that the San Francisco Giants' home game schedule includes only 13 weekday day games. Thus, potential conflicts between traffic from office uses and that of the Ballpark would be limited to this number of occasions per year.

- E-2) The Initial Study prepared for the proposed project found that the project would not result in significant effects due to the introduction of the proposed land uses on the site. Nonetheless, the DEIR addresses the potential effects associated with the change in land use on the project site in Section III.A, Zoning and Land Use. This section was included in the DEIR for informational purposes and to orient the reader. This section notes that "properties within the M-2 District are 'the least restricted as to use. . .'" and that the uses proposed as part of the project (i.e. office, retail, and parking) are permitted uses.

The DEIR notes on pages 21-22 that the project site is located within the proposed South End Office District for which permanent zoning controls are expected to be considered by the Planning Commission in Spring 2000. Although the DEIR bases its analysis on existing conditions, including existing zoning and other Planning Code controls, the DEIR notes on p. 22 that the proposed permanent controls would create an office district within which the project site would be included and "properties currently permitted for housing or office would remain so." As such, the proposed project is compatible within existing zoning controls as well as with the current proposal for future zoning controls that will guide development on the project site and in the surrounding vicinity. While the proposed controls would require conditional use approval for parking lots and garages, it would not change the amount of accessory parking that is required and/or permitted. Furthermore, as proposed, the new controls would not change the height and bulk limitations or allowable floor ratios for the project site, nor the allowable use of the site for office.

Regarding the displacement of industrial uses on the project site, the project site is not currently used for industrial uses nor has it been for many years. As noted on p. 21 of the DEIR, the existing structure on the project site is currently partially vacant and is occupied by two design firms and a retail establishment. As such, the proposed project would not contribute to the displacement of existing industrial uses in this part of the city.

- E-3) This comment does not address the adequacy of the DEIR but rather addresses the manner in which the Planning Department implements the provisions of Proposition M. The DEIR discusses the provisions of Proposition M (p. 18) and notes that a determination of the proposed project's consistency with the Priority Policies of Proposition M will be included as part of the motion that will be considered by the Planning Commission.

Comments

Commissioners, my name is Lloyd Schloegel. This is a -- this property at King Street is a three-story building in good condition. The entire block is zoned for light industry. It is a peaceful work area. It is pleasant. And this proposal is sure to be disturbing not only to this work area but also to the ballpark, which is sitting directly across the street. This proposal is to put up a nine-story office building directly across from the ballpark, across the street. I can only think it would be a very disruptive presence for this ballpark, as well as for the local industry. There is no crying need in this city to put up an office building at this particular area. This is the South of Market Area. There are a large number of relatively new office buildings within a few blocks. People seeking office space are going to find any amount of office space, which they need, just a few blocks away. I don't think this is good for this area. I don't think it is good for San Francisco. I would be opposed to this project. (Lloyd Schloegel)

F-1

Response to Comment F

F-1) This comment does not address the adequacy of the Draft EIR, thus no response is required.

Comments

As a comment, this area was to be businesses that supported our businesses. And I think certainly things like information technology are the new kind of support for Downtown businesses. So I don't think this is a change. It is just a natural evolution that happens. But I was also going to express great concern about the amount of parking in this building. I would like to see another alternative that has no parking in the building at all. Again, I am concerned about having projects in this area allowed so much parking because I think it will greatly and negatively affect our ability to get a supported transit system in there, this area that works as well as the Downtown area does. (Commissioner Beverly Mills)

G-1

Response to Comment G

G-1) See Section E, Staff-Initiated Text Changes, for two alternatives (a "no parking" and a "reduced parking" alternative) that have been added to the text of the Draft EIR.

Comments

I'd be another voice in favor of considering a no-parking alternative as well. This area happens to be well-supported by transit. The infrastructures are there. You know, you have got a CalTrain down there. We have bus lines down there, both because of PacBell Park. And although I tend to support the use of vehicles as a means of transportation, this is one instance where it really makes sense if you are going to have this type of use here to minimize the obvious impact that several stories' worth of parking would have. The no-parking alternative and encouraging the use of public transportation seems to me the logical thing to do. (Commissioner Hector Chinchilla)

H-1

Response to Comment H

H-1) Please see the response to Comment G-1.

Comments

I am in agreement with Commissioner Chinchilla on this situation because as you know that's the terminal there, where all the transportation comes to that area. Everything is there. That's the only location where you have everything in one spot. So any transportation, as a matter of fact, a lot of everything goes to that transportation there in that area, so it is one of the best-served areas in the city. So I think that I am in agreement with him on that. (Commissioner Larry Martin)

I-1

Response to Comment I

I-1) Please see the response to Comment G-1.

SECTION E

STAFF-INITIATED TEXT CHANGES

Subsequent to publication of the Draft EIR, the project sponsor has refined the project design to a degree that more precise calculations of proposed uses are now available. These revisions have resulted in an increase in office space of 18,900 gross square feet (gsf), 27 more parking spaces, and a reduction in retail space of 900 gsf when compared to the DEIR.² These revisions come as a result of the following: 1) space on each of the parking levels has been identified for use as tenant storage, which, although not actually intended for use as office space, is considered part of the office gross floor area under Planning Code Section 102.9; and 2) an adjustment of the parking levels to more efficiently accommodate parking on the same floorplates. In addition, the assumption in the proposed project's Transportation Study used to calculate the number of Code-required parking spaces, that 85% of the proposed office space would be "occupied floor area" (as defined by Planning Code Section 102.10), has been replaced with precise calculations for occupied space.

While the revised calculations for the proposed uses describe a more intensive project than that analyzed in the DEIR, they would not result in a change to the building envelope or the significance of the potential environmental impacts of the proposed project as originally described. As such, the environmental effects of the proposed project described in the DEIR would remain essentially unchanged, and no new mitigation measures would be required.

The revisions to the project are summarized in the following table:

	DESCRIBED IN DEIR	REVISED PROJECT
Total Project (gross sq.ft.)	165,000	183,000
Office Space (gross sq. ft.)	156,000	174,900
Retail Space (gross sq.ft.)	9,000	8,100
Total Project (occupied sq.ft.)	NA ¹	171,600
Office Space (occupied sq.ft.)	NA ¹	163,500
Retail Space (occupied sq.ft.)	NA ¹	8,100
Floor Area Ratio (FAR)	4.36:1	4.84:1
Parking Spaces (proposed)	352	379
Parking Spaces (Code required)	280	343
Parking Demand (Short/Long-Term)	160	183 (44/139)

¹ The project's total occupied square footage was not described in the DEIR. An estimate of the amount of occupied space for each use was, however, used to calculate the number of Code-required parking spaces.

² All further analysis provided in this Summary of Comments and Responses is based on the revised calculations described here.

The table provided above summarizes the differences between the project as described in the DEIR and the revised project description based on the changes described above. The information provided in the “revised” column of the table is incorporated into the EIR and, as such, all corresponding references in the DEIR will be changed accordingly in the Final EIR. One particular revision to the text of the DEIR is also provided below for additional clarification.

The second paragraph on p. 34 of Chapter III.C, Traffic and Circulation (as well as all other references in the DEIR to these same revised numbers), is revised as follows (new language is underlined; deleted language is indicated with strikethrough text):

The project would generate about ~~4,144~~ 4,379 net new person trips per day, with a total of about ~~293~~ 318 net new person trips during the p.m. peak hour, of which about ~~62~~ 67 would be vehicle trips, ~~112~~ 124 would be transit trips, and the remaining ~~72~~ 77 trips would be walking trips or by other modes such as bicycle, motorcycle and taxi.

Page 59 of Chapter VI, Alternatives, of the DEIR is revised to add an analysis of a “No Parking” alternative and “Reduced Parking” alternative, as provided below:

D. ALTERNATIVE D: NO PARKING ALTERNATIVE

The No Parking Alternative would involve the construction of a shorter structure with the same footprint as that of the proposed project, and would include no on-site parking. Such a structure would include the same amount of office space and the same amount of retail space as the proposed project, and would be at least five stories tall rather than the proposed nine stories. As such, in the short-term, this alternative would result in a shortfall of parking of 183 spaces and would contribute to the expected shortfall of 872 spaces under interim cumulative conditions.

In contrast to the proposed project, this alternative would not require exceptions from the bulk limits set forth in Planning Code Section 270(d) because the maximum plan dimensions provided for in that section apply to buildings above 80 feet in height and this alternative would construct a building less than 80 feet. In addition, Planning Code Section 151 requires a project of this scope (based on the occupied floor area of each proposed use) to include 343 parking spaces and would allow up to 515 spaces as an accessory use.³ As such, this alternative would require an exception from Section 151. The sponsor could seek an exception by requesting that the Zoning Administrator grant a variance. Under Planning Code Section 305(c), a variance applicant must demonstrate that: 1) exceptional or extraordinary circumstances apply to the property; 2) the literal enforcement of the Code would result in a difficulty or hardship not created by the property owner; 3) such variance is necessary for the enjoyment and preservation of a substantial property right; 4) such variance would not be detrimental to the public welfare; and 5) such variance would be in harmony with the general purpose of the Planning Code and General Plan.

³ Planning Code Section 223 identifies parking structures for passenger vehicles as a permitted use in the M-2 zone. As such, if the amount of parking included in the proposed project was proposed in a separate structure as a principal use, it would not require conditional use approval.

The sponsor would also have the option to request that the Planning Commission grant conditional use approval for the project as a Planned Unit Development. As established in Section 304 of the Planning Code, developments proposed in districts other than C-3 and the South of Market Base District on parcels larger than one-half acre may seek conditional use approval as a Planned Unit Development. Under such an application, an applicant can seek exception from provisions of the Planning Code to the extent specified in the application. In order to be approved, a PUD must meet the criteria set forth in Sections 303(c) and 304(d) of the Planning Code. Conditional use approval, pursuant to Section 303(c), requires that the applicant demonstrate that the proposed project would be necessary or desirable for, and compatible with, the neighborhood and community, would not be detrimental to the general welfare of those living and working in the vicinity, and would not conflict with the Planning Code or General Plan.⁴ Section 304(d) requires that the proposed development, among other things, promote the objectives of the General Plan, provide adequate off-street parking, and provide appropriate usable open space.⁵

The traffic impacts associated with this alternative would be similar to those of the proposed project. The proposed mix of retail and office space (a combined 183,000 gsf) would generate the same number of vehicle trips (67 during the p.m. peak-hour) and the same demand for parking (183 spaces) as the proposed project. The lack of parking in this alternative would result in vehicles that would have otherwise traveled to the project garage having to find parking elsewhere in the vicinity. While the lack of provision of the 183 parking spaces would not result in a change in the number of vehicle trips generated by the project,⁶ this alternative would result in a redistribution of traffic through intersections in the vicinity of the project site as drivers looked for parking at locations other than at the site. The long term effect of this parking deficit could be to discourage auto use and to encourage the use of local transit; it could also encourage the construction of additional parking facilities or measures to increase the supply within existing or proposed facilities. The increased demand would not substantially alter the existing nature of the area-wide parking situation.

In addition to the 183 spaces for which the project would generate a demand, the proposed project would also include 196 parking spaces that would be available to accommodate existing vehicles in the vicinity of the project site not associated with development on the site. Under this alternative, because there would be no parking available on site, these drivers would have to look for parking at locations other than the project site in the same manner as under existing conditions. The proposed project's provision of the 196 spaces would not result in the generation of new vehicle trips and therefore this alternative's lack of provision of these spaces would not directly result in a reduction in the number of vehicle trips.

⁴ Planning Code Section 303(c)(1-5) establishes five findings of fact that must be achieved for a conditional use application to be approved.

⁵ Planning Code Section 304(d)(1-8) establishes the criteria that, in addition to Section 303(c), a proposed development must meet to be approved as a PUD.

⁶ The Planning Department has developed formulae by which calculations can be performed to determine the number of person and vehicle trips a proposed project would be expected to generate based on its location and mix of uses. These formulae were developed based on the 1993 Citywide Transportation Behavior Survey (CTBS), which included interviews with individuals to determine their transportation choices. While parking availability is inherent in those choices, the formulae for trip generation are based on the land use and its location, and no adjustment to vehicle trip generation is made based on actual parking availability.

As with the proposed project, the number of vehicle trips generated by this alternative would not substantially contribute to the degradation of any intersection to an unacceptable level of service. Therefore, this alternative would result in less than significant traffic effects. This alternative's shortfall of parking, both with regard to the Planning Code required number of spaces (343) and the estimated demand for on-site parking (183), would not be considered an adverse environmental effect. *San Francisco General Plan* policies emphasize the importance of public transit use and discourage the provision of facilities that encourage automobile use to minimize the environmental impact of traffic congestion, noise, and air quality associated with unconstrained vehicle use. Therefore, the creation of or increase in parking demand resulting from a proposed project that cannot be met by existing or proposed parking facilities would not itself be considered a significant effect. As such, like the proposed project, this alternative would result in less than significant parking effects.

While this alternative would result in a slight redistribution of traffic within the immediate vicinity of the project site, it would not result in a discernable increase in the vehicle miles traveled compared to the proposed project. It is possible that persons looking for parking in the project vicinity would have to drive slightly further to find parking if none was provided on site, however any additional distance would be only a small fraction of the total length of the trip. As such, air quality impacts would be similar to those of the proposed project, and, as with the proposed project, this alternative would result in less than significant air quality effects.

Because this alternative would result in a structure noticeably shorter than the proposed project (approximately 30-40 feet shorter), this alternative would have slightly different visual quality effects than the proposed project. Although the aesthetics of the building design would not necessarily change, a shorter building would likely be less visible from middle- and long-range viewpoints. Like the proposed project, this alternative would not obstruct any scenic views or affect a scenic vista and would have less than significant visual quality effects.

This alternative would be similar to the proposed project in its demolition of the existing building on the project site, the footprint of the building that would be constructed, and the disturbance of existing soil and subsurface conditions. As such, with implementation of the mitigation measure identified in the DEIR on p. 55, this alternative would result in the same less-than-significant effects as the proposed project.

The No Parking Alternative would not result in any additional adverse environmental effects.

E. ALTERNATIVE E: REDUCED PARKING ALTERNATIVE

This alternative would involve construction of an office building with ground-floor retail and only the Code-required amount of parking. The proposed project would include 379 parking spaces and this alternative would include 36 fewer spaces, for a total of 343 spaces. Under this alternative, the proposed building would be the same height as the proposed project and would include the same amount of office and retail space as the proposed project.

Similar to the proposed project, this alternative would require exceptions from the bulk limits set forth in Planning Code Section 270(d) because the maximum plan dimensions would be exceeded. In addition, Planning Code Section 151 requires a project of this scope (based on the occupied floor area of each proposed use) to include 343 parking spaces and would allow up to 515 spaces as an accessory use. This alternative would meet the requirements of Section 151.

The traffic impacts associated with this alternative would be nearly identical to those of the proposed project. The proposed mix of retail and office space (a combined 183,000 gsf) would generate the same number of vehicle trips (67 during the p.m. peak-hour) and the same demand for parking (183 spaces) as the proposed project. The provision of 36 fewer parking spaces than the proposed project would not result in a change in the number of vehicle trips generated by development on the site, and would not result in a noticeable redistribution of traffic.

In addition to the 183 spaces for which the project would generate a demand, the proposed project would include 196 parking spaces that would be available to accommodate existing vehicles in the vicinity of the project site not associated with development on the site. Under this alternative, which would provide 36 fewer parking spaces, fewer of these vehicles would be accommodated on site and 36 more would have to look for parking at locations other than the project site in the same manner as under existing conditions. The proposed project's provision of the 196 spaces would not result in the generation of new vehicle trips and therefore this alternative's provision of less than 196 such spaces would not directly result in a reduction in the number of vehicle trips.

As described for the proposed project, the number of trips generated by this alternative would not substantially contribute to the degradation of any intersection to an unacceptable level of service. Therefore, this alternative would result in less than significant traffic effects. This alternative would not result in a shortfall of parking, either with regard to the Planning Code or expected demand but would provide incrementally less relief than would the proposed project to the expected shortfall of 872 spaces under interim cumulative conditions. Therefore, like the proposed project, this alternative would result in less than significant parking effects.

This alternative would be similar to the proposed project in its demolition of the existing building on the project site, the footprint of the building that would be constructed, and the disturbance of existing soil and subsurface conditions. As such, with implementation of the mitigation measure identified in the DEIR on p. 55, this alternative would result in the same less than significant effects as the proposed project.

This alternative would have essentially the same less-than-significant air quality and visual quality effects as the proposed project. The Reduced Parking Alternative would not result in any additional adverse environmental effects.

● **CHAPTER IX**

APPENDICES

APPENDIX A: Initial Study

APPENDIX A

INITIAL STUDY

**NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED**

Date of this Notice: May 9, 1998, Amended October 7, 1998.

Lead Agency: City and County of San Francisco, Planning Department
1660 Mission Street, 5th Floor, San Francisco, CA 94103

Agency Contact Person: Jim McCormick **Telephone:** (415) 558-6394

Project Title: 97.433E: 22-30 Alta Street **Project Sponsor:** Alta Street Development, LLC
Contact Person: Peter Pfau

Project Address: 22-30 Alta Street
Assessor's Block and Lot: Block 106, Lot 34A
City and County: San Francisco


Project Description: Construction of a three-unit, six-level residential condominium building with parking for five automobiles. The proposed structure would have three levels above the existing grade at Alta Street and three levels stepping down Telegraph Hill towards the north. The parking garage would be located at street level on Alta Street. The project site is adjacent to the Filbert Street right-of-way, which includes the Grace Marchant Garden and Filbert Steps, and is located within the Telegraph Hill Historic District.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Initial Study for the project, which is attached.

Deadline for Filing an Appeal of this Determination to the City Planning Commission: June 8, 1998.

An appeal requires:

- 1) a letter specifying the grounds for appeal, and;
- 2) a \$209.00 filing fee.


HILLARY E. GITEMAN, Environmental Review Officer

160 KING STREET
INITIAL STUDY
99.027E

I. PROJECT DESCRIPTION

This project site is located in the South of Market (SoMa) neighborhood of San Francisco in a M-2 (Heavy Industrial) District. The project sponsor would demolish the existing 3-story (plus basement) building to construct a 9-story (plus two approximately 12-foot mechanical penthouses), 105-foot tall office building.¹

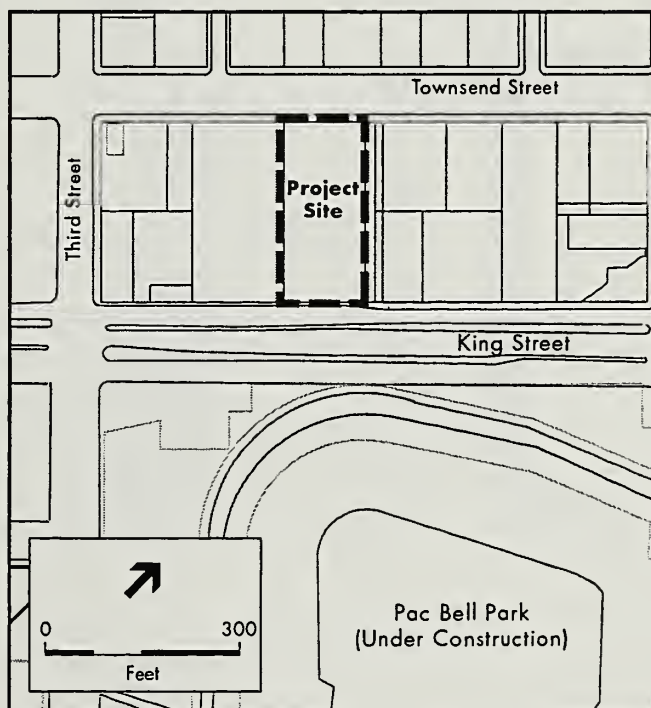
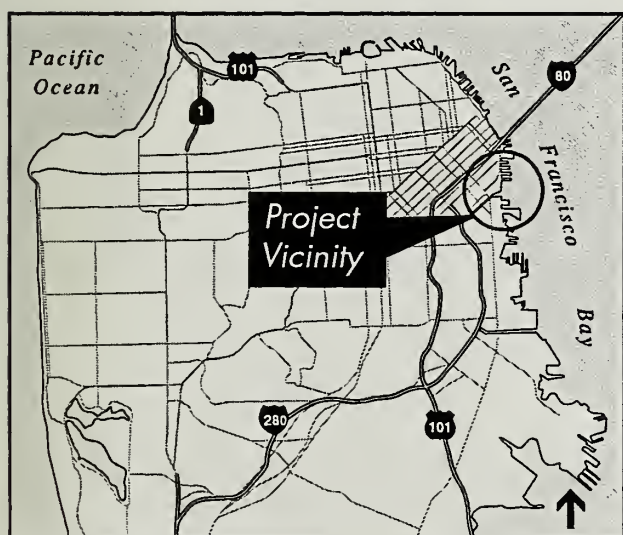
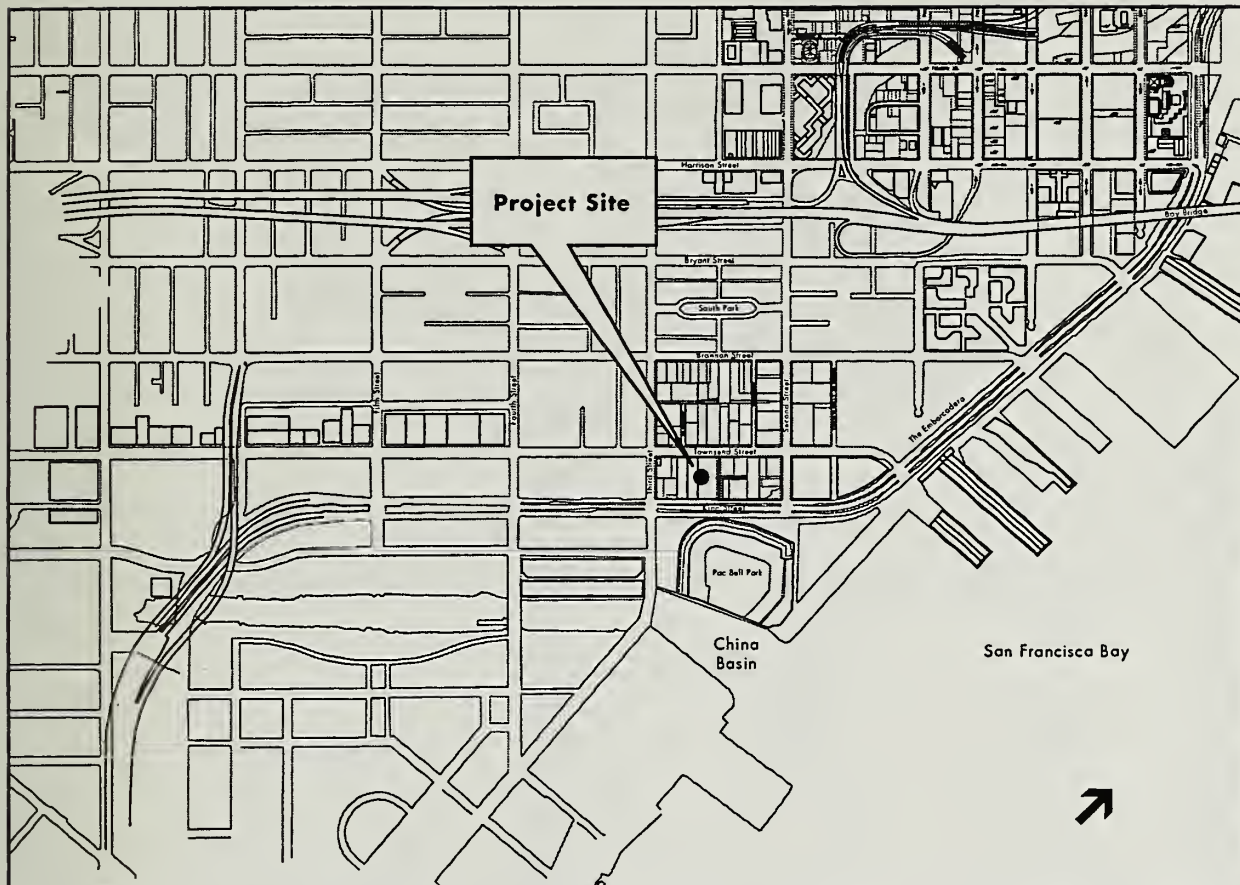
The project site is located mid-block on a north-south through-lot on a block bordered by King Street to the south, Third Street to the west, Townsend Street to the north, and Second Street to the east (see Figure 1). The site is directly across King Street from Pacific Bell Park, the future home of the San Francisco Giants that is currently under construction. The site consists of one parcel, Lot 25 of Assessor's Block 3794, and is 37,813 square feet in size. The project sponsor, Rosenberg SOMA Investments IV, LLC, owns the property, the boundary of which is the middle of a 25-foot wide private alley along the eastern side of the parcel.

The new building would contain approximately 156,000 gross square feet (gsf) of office space and about 9,000 gsf of retail space on the ground level of the King Street frontage (see Figure 2). Specific retail tenants have yet to be identified. Parking on the basement level and first four above-ground levels would provide up to about 350 off-street parking spaces. One off-street freight loading space would be provided with access from Townsend Street.

The existing structure on the site, 151 Townsend Street, was constructed in 1946. The building is about 40 feet tall to the parapet on both Townsend and King Streets and is constructed of reinforced concrete. The three-story, 61,525-square-foot building is currently occupied by two design firms (occupying a total of 7,065 sq. ft.) and one retail establishment (a deli occupying 1,800 sq. ft.), with the rest of its space vacant. The building is rated "6" on the State Office of Historic Preservation database, meaning that it has been evaluated and determined to be "ineligible for National Register of Historic Places listing." The building is not listed in Article 10 of the Planning Code, but is adjacent to the South End Historic District.

The proposed building would be a steel-frame structure with brick exterior cladding (see Figures 3-5). According to the project architect, the traditional square block form and simple repetitive window openings are intended to reflect the predominant historic style of the project site vicinity (turn-of-the-century port-related brick and concrete warehouses and industrial buildings) and to be complementary with Pacific Bell Park (currently under construction across the street from the project site).

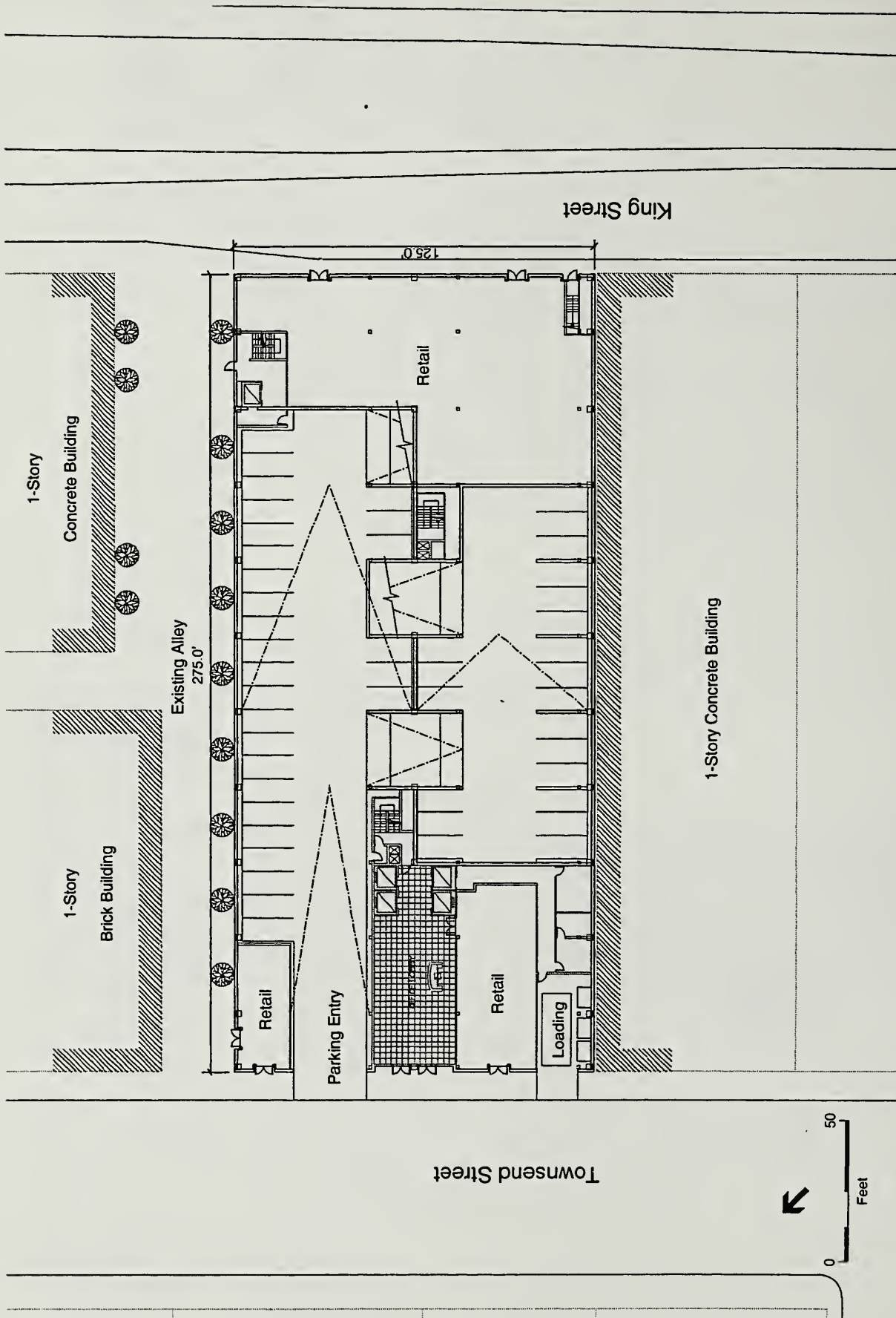
¹ When measured on the King Street elevation. The Townsend Street elevation is slightly lower due to the sloping nature of the site.



160 King Street / 990132 ■

SOURCE: Environmental Science Associates

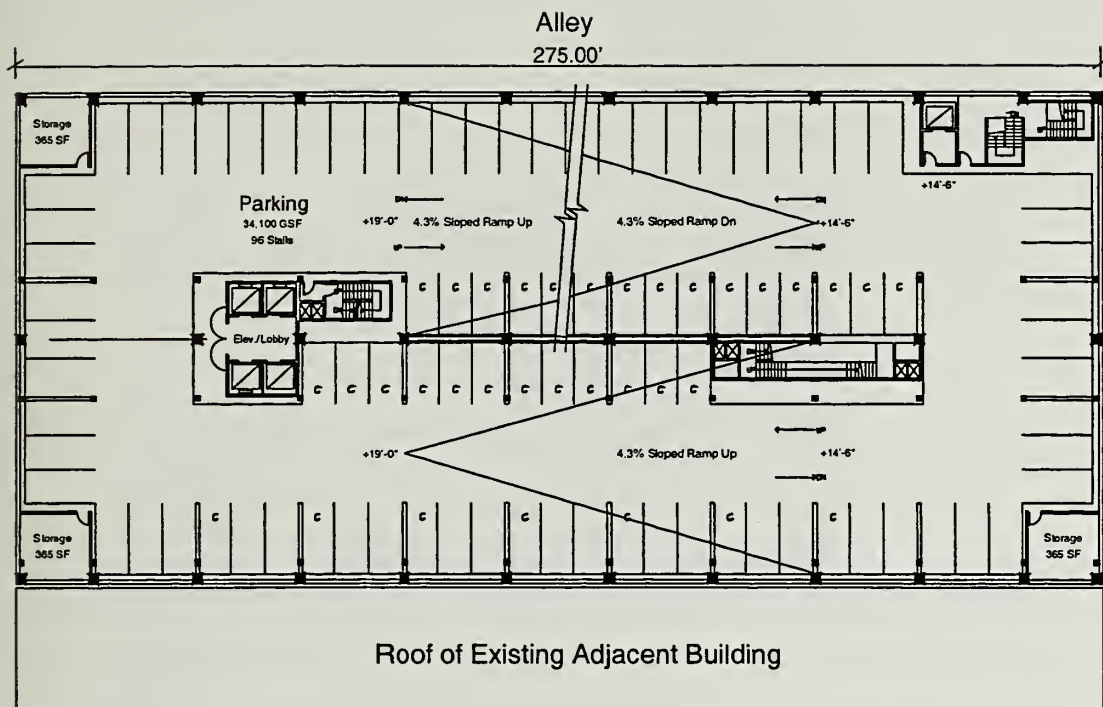
Figure 1
Project Location



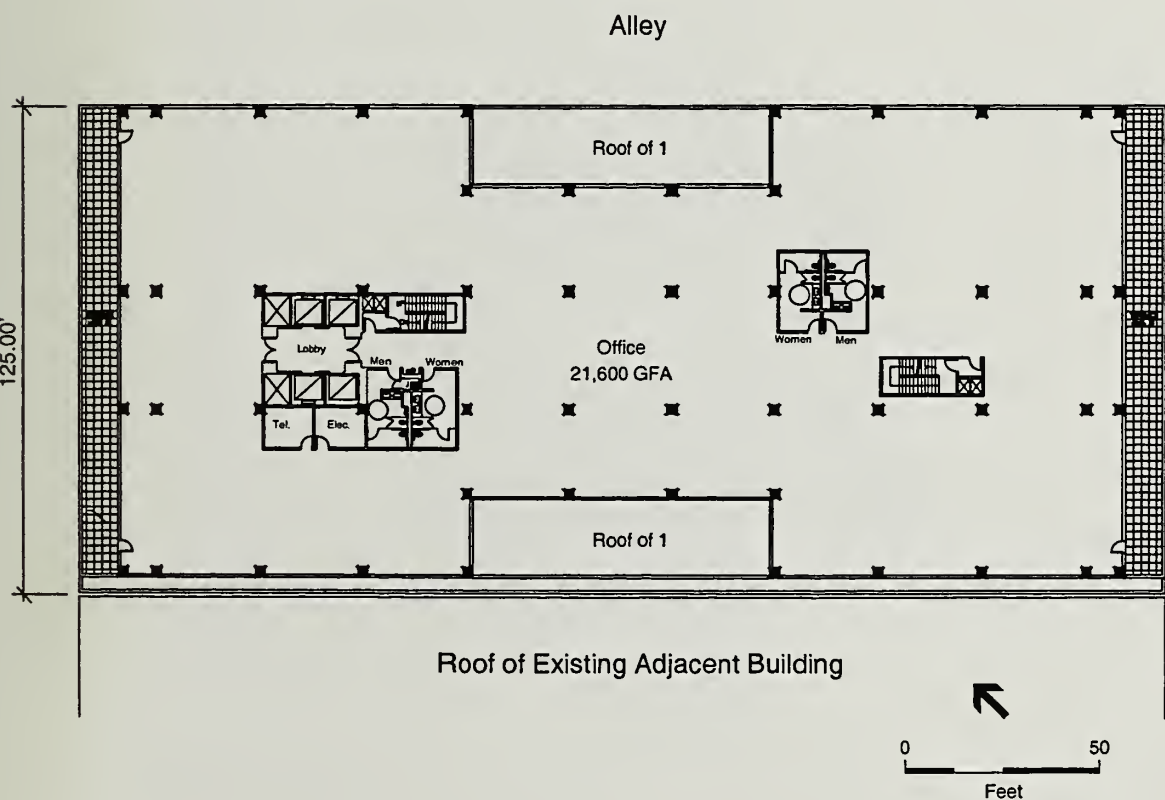
160 King Street / 990132 ■
Figure 2
 Site Plan

SOURCE: Heller Manus Architects

Townsend Street



Townsend Street



SOURCE: Heller Manus Architects

160 King Street / 990132 ■

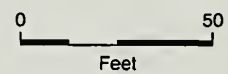
Figure 3
3rd and 8th Level Plans



King Street



Townsend Street

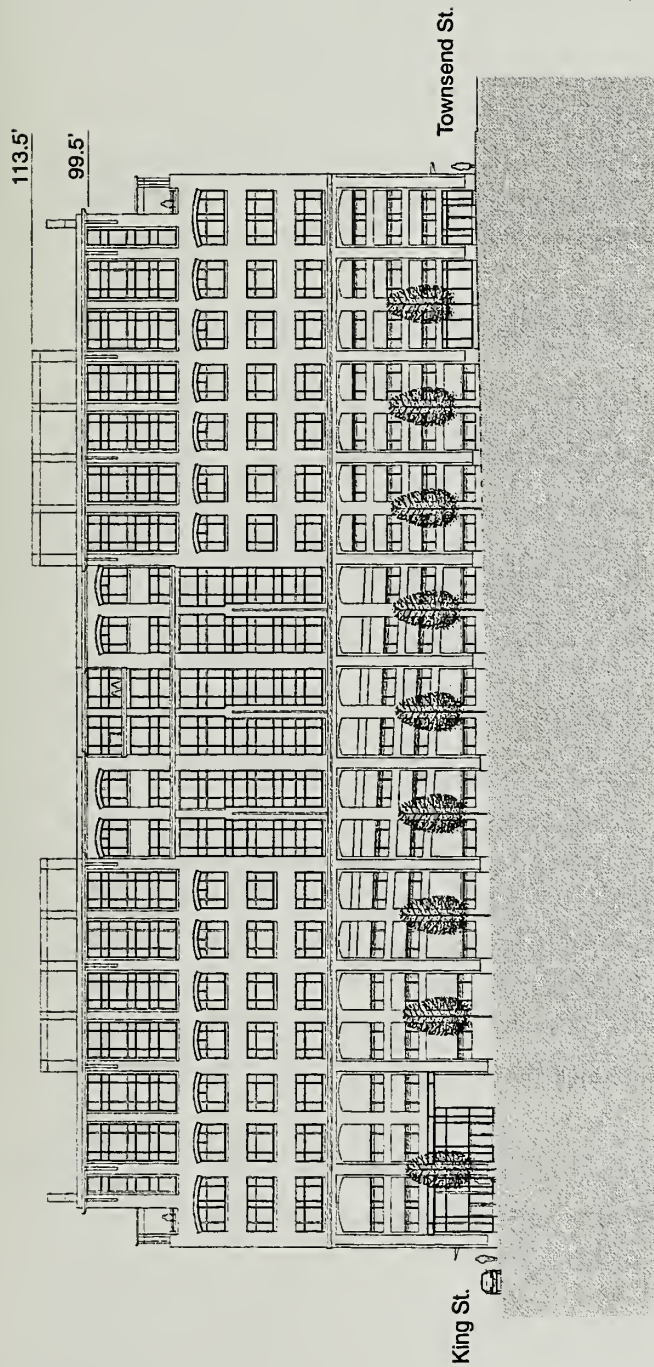


SOURCE: Heller Manus Architects

160 King Street / 990132 ■

Figure 4

King and Townsend Street Elevations



As currently proposed, the building would have a lobby entrance on Townsend Street and two entrances to its ground-floor retail space on King Street. Additional entrances off of the private alley would provide access to a small retail space at the building's northwestern corner and to a secondary elevator lobby at the northeastern corner. An at-grade off-street loading dock would be accessible from Townsend Street as would the below- and above-grade parking garage. The building would cover the entire project site (excluding the private alley). The project's floor area ratio (FAR) would be 4.36:1, which is below the maximum FAR of 5:1 permitted in the M-2 Use District.

Project construction would take about 14 months, including demolition of the existing structure, with occupancy planned for August 2001. Construction cost, including demolition, is estimated at \$15 million. The project architect is Heller Manus Architects.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The 160 King Street project is examined in this Initial Study to identify potential effects on the environment. Impacts on transportation, hazardous materials and visual quality have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR). In addition, the EIR will provide discussion of land use impacts for informational purposes, although the project is determined in this Initial Study to have less-than-significant land use impacts.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential impacts were determined either to be insignificant or to be mitigated through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR: land use, population and employment, noise, air quality, shadow, wind, utilities/public services, biology, geology/hydrology, water, energy, historic architectural resources, and archaeological resources. As noted above, although land use is fully analyzed herein, this topic will also be presented in the EIR for informational purposes.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS	Not	
	<u>Discussed</u>	<u>Applicable</u>
1) Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	<u>X</u>	<u> </u>
2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	<u>X</u>	<u>X</u>

The project site is not located within the boundaries of a specific area plan of the *San Francisco General Plan* (General Plan), although it is adjacent to the Mission Bay redevelopment area and the South of

Market and Central Waterfront Plan Areas of the General Plan. The San Francisco Planning Code implements the General Plan, and governs permitted uses, densities and configuration of buildings within San Francisco. The Plan incorporates by reference the City Zoning Maps. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the Code or an exception is granted pursuant to provisions of the Code.

The project site is within a M-2 (Heavy Industrial) Use District. The Planning Code (Sec. 210.6) states that properties within the M-2 District are “the least restricted as to use and are located at the eastern edge of the City, separated from residential and commercial areas.” In the M-2 District, the basic permitted floor area ratio (FAR) is 5:1 (Sec. 124). As an office building with a proposed FAR of 4.36:1, the proposed project is a principal permitted use in the M-2 District and is within the basic permitted FAR.

The project is located within the 105-F Height and Bulk District. The 105-F District permits buildings up to 105 feet in height, with setbacks above 80 feet such that the maximum plan dimension is 110 feet in length and 140 feet diagonally above that level. As proposed, the project would be a tower of essentially the same bulk from the bottom of the building to the topmost parapet, except for setbacks of 10 feet at the eighth story and above on the King Street and Townsend Street elevations and of 20 feet on the middle portions of the northeast and southwest elevations. As such, above 80 feet, the proposed building would be 125 feet long and 282 feet diagonally. The project would therefore exceed the limits established in Planning Code Sec. 270(d) and would require an exception from these limits through a conditional use authorization by the Planning Commission pursuant to Section 271 and Section 303 of the Planning Code. The project would be within the height limit of the 105-F District. The project would also be subject to the provisions of Planning Code Section 295 regarding the casting of shadow on certain public open spaces. Shadow effects are discussed on p. 21.

As an office development, the project would also be subject to certain other Planning Code sections, including the Office Affordable Housing Production Program (Section 313 et. seq.) and child care provision fees (Section 314 et. seq.). In addition, the project would be subject to the provisions of Planning Code Section 321, which restricts the amount of new office space that can be constructed on an annual basis. The project would also require approval of demolition and building permits by the Department of Building Inspection.

Environmental plans and policies, like the '97 *Clean Air Plan*, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In general, potential conflicts with the *General Plan* are considered by decision-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed

project. The relationship of the proposed project to objectives and policies of the *General Plan* will be discussed in the EIR.

On November 4, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which established eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the *California Environmental Quality Act* (CEQA), or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The motion for the Planning Commission will contain the analysis determining whether the project is in conformance with the Priority Policies.

B. ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist have been checked "No," except for those regarding transportation, and hazardous materials, indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse effect in those areas. For items where the conclusion is "To be Determined," the analysis will be conducted in the EIR. Several checklist items have also been checked "Discussed," indicating that the text includes discussion of that particular issue. For all of the items checked "No" without discussion, the conclusions regarding potential adverse environmental effects are based on field observation, staff and consultant experience on similar projects, and/or standard reference material available within the Planning Department such as the Department's Transportation Guidelines for Environmental Review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1) <u>Land Use</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Disrupt or divide the physical arrangement of an established community?	_____	<u>X</u>	<u>X</u>
(b) Have any substantial impact upon the existing character of the vicinity?	_____	<u>X</u>	<u>X</u>

The 37,813 square-foot project site is currently occupied by a 3-story-plus-basement building at 151-161 Townsend Street. The existing 61,525 square-foot building is currently occupied by two design firms (occupying a total of 7,065 sq. ft.) and one retail establishment (a deli occupying 1,800 sq. ft.), with the rest of its space vacant.

Land uses in the project vicinity are varied and include light industry, live/work units, apartments, restaurants, self-storage, offices, warehouses, surface parking, and retail. Across King Street from the project site is Pacific Bell Park, future home of the San Francisco Giants baseball team, which is currently under construction. At Second Street between Townsend and King Streets, the One Embarcadero South project (a residential San Francisco Redevelopment Agency project) is under construction. Slightly further away, the Caltrain depot is located two blocks to the southwest and the China Basin Landing office building is located on Berry Street between Third and Fourth Streets. In addition, the Mission Bay North Redevelopment Area has been approved for development, but has yet to begin construction. This development will include a variety of uses, including retail, residential, and open space, and will be located north of China Basin Channel and south of Townsend and/or King Streets between Third and Seventh Streets.

The site is located within the South End District, an area for which new permanent zoning controls are expected to be initiated by the Planning Commission this year. The new permanent controls will replace the Ballpark Vicinity Special Use District, an 18-month interim ordinance adopted in December 1997. The status and content of proposed permanent South End District controls will be discussed in the EIR.

The proposed project, a new office building of approximately 165,000 gross sq. ft. (including 9,000 sq. ft. of retail space), would result in an increase in intensity of existing land uses on the project site, given that the existing building is three stories and the new building would be nine stories (plus mechanical penthouse). However, the project would not alter the general land use of the immediate area, which includes several office buildings, some of which include small retail spaces. In addition, the project vicinity is undergoing a transition from primarily warehouse and industrial uses to live/work and other residential uses, office uses, and, most recently, retail/entertainment uses intended to capitalize on the new Pacific Bell Park. The proposed project would be in keeping with the direction of the neighborhood's redevelopment.

The project would also not disrupt or divide the neighborhood, since it would be achieved within the existing block configuration. Land use effects of the proposed project would be less-than-significant and, as such, this topic does not need to be further analyzed in the EIR. However, land use issues will be discussed in the EIR for informational purposes.

2) <u>Visual Quality</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Have a substantial, demonstrable negative aesthetic effect?	_____	<u>X</u>	<u>X</u>
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?	_____	<u>X</u>	<u>X</u>
(c) Generate obtrusive light or glare substantially impacting other properties?	_____	<u>X</u>	<u>X</u>

The proposed project would result in a visual change since it would demolish an existing three-story plus basement building dating from 1946 to construct a substantially larger nine-story (plus mechanical penthouse) building, that would include parking on the basement level and first four above-ground levels.

The existing building is about 40 feet tall (to the parapet on Townsend Street) and is whitewashed concrete on its principal (Townsend Street) facade. This facade is composed of a central mass flanked by vertical entry/core elements that are windowless above ground-floor doorways and over which hang maroon colored awnings. The central mass of the facade is primarily composed of a series of square window panes (starting three feet from the sidewalk and rising to about six feet from the top of the concrete parapet), separated by maroon painted mullions (see Figures 6+7). A horizontal awning spans the entire central portion of the facade above the first level. The lower level of the western portion of the facade is broken up by entries to retail spaces.

The other two visible elevations of the building (southern facade on King Street and the eastern facade along the private alley) are more industrial in appearance with punched square and rectangular groupings of small industrial sash widows. The King Street facade also has a steel rolling door loading entrance and two pedestrian entrances (see Figures 8-11).

The proposed 105-foot-tall project would be of greater height and bulk than most of the other buildings in the immediate vicinity, which is composed of a great variety of two- to three-story older warehouses, and five- to six-story office structures. Pacific Bell Park, which is located directly across King Street from the project site and would be similar in its brick cladding, would be substantially larger in height and bulk than the proposed project. In addition, at Second Street between Townsend and King Streets, the One Embarcadero South project would also be substantially taller than the proposed project at thirteen stories.

The proposed building would be a steel-frame structure with brick exterior cladding. According to the project architect, the traditional square block form and simple repetitive window openings are intended to reflect the predominant historic style of the project site vicinity (turn-of-the-century port-related brick and concrete warehouses and industrial buildings) and to be complementary with Pacific Bell Park (currently under construction) across the street from the project site. Although visual quality is subjective, given the proposed exterior materials and the fact that the proposed project would be within a group of nearby buildings of varying height and bulk, it cannot be concluded that the proposed building would result in a substantial, demonstrable negative aesthetic effect, or that it would substantially degrade the existing visual character of the site and its surroundings.



SOURCE: Environmental Science Associates

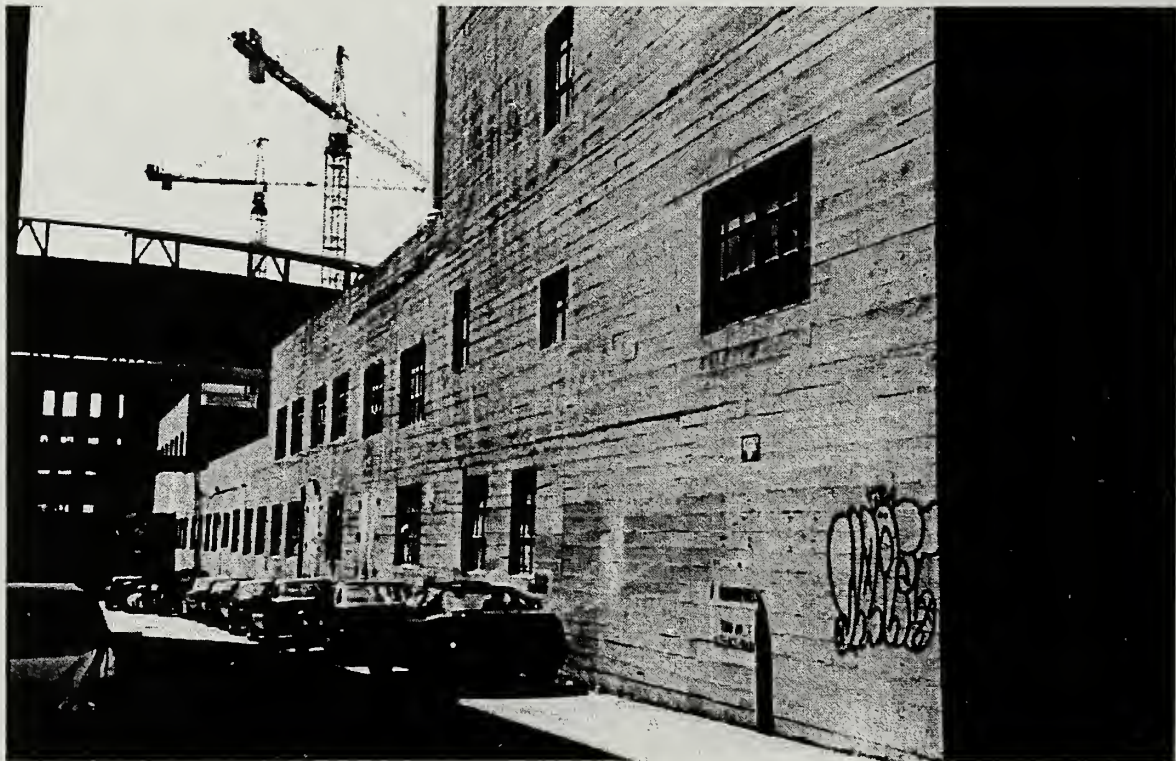
160 King Street / 990132 ■

Figure 6 & 7

Townsend Street Elevation of
Existing Structure



View Looking Northwest



View Looking Southeast

SOURCE: Environmental Science Associates

160 King Street / 990132 ■

Figure 8 & 9
Alley on East Side
of Project Site



SOURCE: Environmental Science Associates

160 King Street / 990132 ■
Figure 10 & 11
 King Street Elevation
 of Existing Structure

There are no major public open spaces in the vicinity, although the site's proximity to Pacific Bell Park would make it a visually prominent structure for people attending games at the stadium. The proposed project would also be visible from Willie Mays Plaza, which will be located adjacent the stadium at the corner of Third and King Streets, and from South Beach Park, a small green open space located where King Street transitions into The Embarcadero. It is unlikely, however, that the proposed project would be visible from South Park (located one and a half blocks to the north between Bryant and Brannan Streets and Second and Third Streets) due to this open space's compact dimensions, its distance from the project site, and intervening buildings.

In summary, visual changes on the site would not substantially change or block any scenic vista currently enjoyed from public open spaces in the area. From long-range vantage points, such as Potrero Hill and Twin Peaks, the proposed project would be indistinguishable from the adjacent context of other nearby buildings. The proposed project would be constructed within an increasingly densely built urban area. Although the additional height would be visible from surrounding buildings, the project would not obstruct any publicly accessible scenic views or have a substantial adverse effect on a scenic vista.

The proposed project would increase the amount of light emitted from the site, but would not substantially increase ambient light levels in the project area. Further, light and glare produced from the proposed project would be typical of office structures nearby and throughout the City. The proposed project would not produce obtrusive glare that would substantially affect other properties and would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. As such, light and glare will not be analyzed further in the EIR.

In light of the above, the proposed project would not result in significant impacts related to visual quality and urban design, and does not need to be analyzed further in the EIR. However, because of the height and bulk of the proposed building and the bulk-related Section 270 exceptions being requested, visual quality will be discussed in the EIR for informational purposes, in order to place the proposed project in context.

3) <u>Population</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Induce substantial growth or concentration of population?	___	<u>X</u>	___
(b) Displace a large number of people (involving either housing or employment)?	___	<u>X</u>	<u>X</u>
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	___	<u>X</u>	<u>X</u>

The project would construct a new office building with approximately 156,000 gross square feet (gsf) of office space and 9,000 gsf of retail space. Demolition of the existing structure on the site would displace

about 26 office employees and about 5 retail employees.² Many of these employees would be expected to relocate within San Francisco or elsewhere in the Bay Area, as the project would not have any substantial effect on the availability of replacement space of similar quality to that provided in the existing building. At full occupancy, the project would house about 567 office employees and an additional 26 retail employees.³ Some of these would likely be new employees, while some would relocate from other San Francisco office buildings. San Francisco's employment is projected to grow from about 535,000 employees in 1995 to about 673,500 employees in 2015, an increase of 26 percent.⁴ Therefore, project-related employment growth could constitute as much as 0.41 percent of citywide employment growth by the year 2015. This potential increase in employment would be minimal in the context of the total employment in greater San Francisco.

San Francisco consistently ranks as one of the most expensive housing markets in the United States and is the central city in an attractive region known for its agreeable climate, open space and recreational opportunities, cultural amenities, strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support strong housing demand in the City. New housing to relieve the market pressure created by the strong demand is particularly difficult to provide in San Francisco because the amount of land available is limited, and because land and development costs are high.

An estimated 311,340 households resided in San Francisco in 1995. By 2015, San Francisco households are expected to increase by 32,309 households, a 10 percent increase.⁵ Based on a nexus study prepared for the proposed update of the Office Affordable Housing Production Program, the project would create a demand for about 190 new dwelling units.⁶ The project would be required to comply with Section 313 of the Planning Code and contribute towards the production of affordable housing. Housing demand in and of itself is not a physical environmental effect, but an imbalance between local employment and

² Based on a standard multiplier of 275 sq. ft. per employee for the 7,065 sq. ft. of office space currently occupied in the existing building, based on San Francisco Planning Department transportation analysis guidelines and Keyser Marston Associates, Inc., *San Francisco Cumulative Growth Scenario: Final Technical Memorandum*, prepared for the San Francisco Redevelopment Agency, March 30, 1998. Retail employment density is estimated at 350 sq. ft. per employee (for 1,800-sq. ft. of currently occupied space), based on San Francisco Planning Department transportation analysis guidelines.

³ Employment density estimated as in Note 2.

⁴ Keyser Marston Associates, Inc., cited in Note 2.

⁵ Keyser Marston Associates, Inc., cited in Note 2.

⁶ This method uses the estimated project-related increase in employment (562 employees) by the fraction of San Francisco employees who live in the City (55%). This result, the approximate number of project-related employees who would live in the City (309), is then divided by the average number of San Francisco workers in households where San Francisco workers reside (1.63). The estimated housing demand using the formula under consideration would be about 190 units ($562 \times 0.55 \div 1.63$ equals 190). Planning Code Section 313.3, the Office Affordable Housing Production Program Ordinance (OAHPP), at present applies only to office development, but is proposed to be expanded to include retail and hotel space, and to be renamed the Jobs-Housing Linkage Program. The OAHPP requires construction of housing or payment of an in-lieu fee for less housing demand than is actually anticipated to be created by a project. This OAHPP calculation uses estimated net increase in gross square feet multiplied by 0.000386; therefore, the calculation for the proposed project is 148,935 net new sq. ft. of office $\times 0.000386 = 58$, which is the number of units of housing that the project sponsor would be required to construct. Alternatively, the sponsor may pay a fee of \$7.05 per net new square foot, or about \$1.05 million.

housing can lead to long commutes with potential traffic, air quality, and other impacts. Traffic issues will be analyzed in the EIR; see Section III.B.6, p. 20 below, regarding air quality.

In view of the above, population and housing effects of the proposed project would not be significant and will not be analyzed further in the EIR. However, issues relating to growth inducement will be analyzed in the EIR.

4) <u>Transportation / Circulation.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?		To be Determined	
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?		To be Determined	
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?		To be Determined	
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?		To be Determined	

Increased employment on the project site would result in increased demand on the local transportation system. Project effects on transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, and freight loading, as well as construction impacts, will be analyzed in the EIR.

5) <u>Noise.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Increase substantially the ambient noise levels for adjoining areas?		X	X
(b) Violate Title 24 Noise Insulation Standards, if applicable?		X	X
(c) Be substantially impacted by existing noise levels?		X	X

Ambient noise levels in the vicinity of the project are typical of noise levels in downtown San Francisco, which are dominated by vehicular traffic, including trucks, cars, MUNI buses, and emergency vehicles. The Giants Ballpark EIR indicated a day-night average noise level of 68.9 Ldn on The Embarcadero south of Townsend Street in 1996.⁷

⁷ San Francisco Department of City Planning, *San Francisco Giants Ballpark at China Basin Final EIR*, Case No. 96.176E, certified June 26, 1997, Volume 1, p. IV.246, Table IV.F.1.

Traffic Noise

Generally, traffic must double in volume to produce a noticeable increase in noise levels. Traffic volumes would not be expected to double as a result of the project; therefore, substantial increases in traffic noise in the project area would not be anticipated. In addition, the project sponsor would design the new structure such that office operations would not be affected by outside noise. Traffic noise would not be significant and requires no further discussion in the EIR.

Land Use Compatibility

The State of California has prepared guidelines for determining the compatibility of various land uses with different noise environments.⁸ For office uses, the guidelines recommend that necessary noise insulation features be included in new construction in areas where the noise levels are greater than about 68 Ldn (day-night background noise level). Standard noise insulation measures would be included as part of the project design. Title 24 of the California Code of Regulations includes the California noise insulation standards, which are applicable to construction of multi-family dwelling units, and thus do not apply to the project. Existing noise levels, therefore, would not significantly affect the proposed project.

Building Equipment Noise

The project would include mechanical equipment, such as air conditioning units and chillers, that could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code. Compliance with Article 29, Section 2909, would minimize noise from building operations, which would not be significant. Therefore, building equipment noise will not be analyzed further in the EIR.

Construction Noise

Demolition, excavation, and building construction would temporarily increase noise in the site vicinity. For example, the project would require pile driving during construction, which would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. In general, pile driving noise could be about 90 decibels (dBA) during impact at about 100 feet from the site. Pile driving would be expected to last about three weeks. Noise levels at receptors near the project site would depend on their distance from the source and on the presence or absence of noise barriers. The noise of the pile driver would be most noticeable directly in front of the construction site. Vibrations from the pile driving could be felt in adjacent buildings, which include retail business and office uses. To mitigate any impacts associated with noise generated from pile driving, the project would comply with regulations set forth in the San Francisco Noise Ordinance.

To further minimize noise and vibration from pile driving, the project sponsor would require project construction contractors to predrill holes to the maximum depth feasible on the basis of soil conditions.

⁸ Governor's Office of Planning and Research, General Plan Guidelines, November 1998, p. 187.

Contractors would be required to use construction equipment with state-of-the-art noise shielding and muffling devices. The project sponsor would also require that contractors schedule pile driving activity for times of the day that would minimize disturbance to neighbors (see Mitigation Measure No. 1, p. 31).

The construction period would last approximately fourteen months. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Impacts would be temporary and intermittent, and would be limited to the period during which the foundations and exterior structural and facade elements would be built. Interior construction noise would be substantially reduced by the exterior walls.

Construction noise is also regulated by the San Francisco Noise Ordinance, Article 29 of the City Police Code. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (jackhammers, pile drivers, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m. If noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works.

There are no noise-sensitive receptors, such as schools or hospitals, in the vicinity of the project that would be adversely affected by construction noise. In light of the above, construction noise would not be significant and will not be analyzed further in the EIR.

6) <u>Air Quality/Climate</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	_____	<u>X</u>	<u>X</u>
(b) Expose sensitive receptors to substantial pollutant concentrations?	_____	<u>X</u>	<u>X</u>
(c) Permeate its vicinity with objectionable odors?	_____	<u>X</u>	_____
(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	_____	<u>X</u>	<u>X</u>

Construction Emissions

Demolition, grading and other ground-disturbing construction activities would temporarily affect local air quality for about two months, causing a temporary increase in particulate dust and other pollutants. Heavy equipment could create fugitive dust and emit nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), reactive organic gases, or hydrocarbons (ROG, or HC), and particulate matter with a diameter of less than 10 microns (PM₁₀) as a result of diesel fuel combustion.

Dust emission during demolition and excavation would increase particulate concentrations near the site. Dustfall can be expected at times on surfaces within 200 to 800 feet. Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of particularly large particles that settle out of the atmosphere more rapidly with increasing distance from the source and are easily filtered by human breathing passages. About one-third of the dust generated by construction activities consists of smaller size particles in the range that can be inhaled by humans (i.e., particles 10 microns or smaller in diameter, known as PM₁₀), although those particles are generally inert. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases immediately downwind of the site, as well as sensitive electronics or communications equipment.

The Bay Area Air Quality Management District (BAAQMD), in its CEQA Guidelines, has identified a set of feasible PM₁₀ control measures for construction activities. The project sponsor would require the contractor to wet down the construction site twice a day during construction, which would be expected to reduce particulates by about 50 percent; would require covering soil, sand and other material; and would require street sweeping around demolition and construction sites at least once per day (see Mitigation Measure No. 2, p. 31). Construction emissions will not be analyzed further in the EIR.

Emissions from Operations

Based on the transportation analysis conducted for the project, vehicle emissions would not exceed applicable BAAQMD thresholds for significance (see Table 1). Although the Bay Area is not in attainment with the federal or state standards for ozone and PM₁₀, the project's incremental contribution to this effect would be considered *de minimus*; that is, the project would not meaningfully affect the region's compliance with federal or state air quality standards, and the project effects on regional air quality, therefore, would not be cumulatively considerable. In view of the above, operational air quality effects would not be significant, and will not be analyzed further in the EIR.

Shadow

Section 295 of the Planning Code was adopted in response to Proposition K (passed in November 1984) in order to protect public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year-round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be insignificant. As determined by a shadow fan analysis conducted by the Planning Department, this proposed project meets the requirements of the Planning Code as it would not add new shadow to any park under Recreation and Park Department jurisdiction.

The project site is due north across King Street from what will be Willie Mays Plaza, a privately-owned publicly accessible open space of Pacific Bell Park located at the corner of King and Third Streets. Almost due east of the project site, at the intersection of King Street and The Embarcadero, is South

TABLE 1
PROJECTED DAILY TRANSPORTATION-RELATED POLLUTANT EMISSIONS

	Emissions (lbs./day) ^a	BAAQMD Standard (lbs./day)
Carbon Monoxide (CO)	116 ^b	550 ^b
Hydrocarbons (HC)	9	80
Nitrogen Oxides (NO _x)	10	80
Sulfur Dioxide (SO ₂)	<0.5	n/a
Suspended Particulate (PM ₁₀)	8	80

^a Project emissions are based on BAAQMD methodology shown in its *Guidelines* document (revised April 1996), an average vehicle trip generation rate of 583 trips per day, an average trip length of 7.7 miles, and an average vehicle speed of 20 miles per hour. Year 2000 emissions factors were used. PM-10 emissions include entrained road dust (0.69 gram/mile) in addition to tire wear and exhaust emissions.

^b Significance of CO emissions estimated on local intersection basis.

SOURCE: Environmental Science Associates, 1999.

Beach Park, a San Francisco Redevelopment Agency-owned public open space. Based on the shadow fan analysis, the project would not add new shadow to South Beach Park or Willie Mays Plaza. The project would therefore not cause any significant effects related to shadow, thus this topic will not be analyzed further in the EIR.

Wind

A wind-tunnel test was performed for the proposed project in order to define the pedestrian wind environment that would exist around the proposed project site.⁹ Pedestrian-level wind speeds were measured at 24 selected points for the site as it presently exists and for the proposed project in the existing setting, to quantify resulting pedestrian-level winds in public spaces near the proposed project. A cumulative development scenario that included the project was also analyzed.

This project is not located in an area that is subject to the Planning Code Section 148, Reduction of Ground-Level Wind Currents in C-3 (Downtown Commercial) Districts. However, for environmental impact review purposes, this analysis is performed using the same wind test and analysis methods that would be used to determine conformity with Section 148. Section 148 requires buildings to be shaped so as not to cause ground-level wind currents to exceed, more than 10% of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas. Similarly, the Code requires that buildings not

⁹ An analysis of the data gathered from the wind tunnel test is presented in a Technical Memorandum, entitled *Potential Wind Conditions, Proposed 160 King Street Project*, March 10, 1999. This memorandum is on file at the San Francisco Planning Department, 1660 Mission Street, in File No. 99.027E.

cause equivalent wind speeds to reach or exceed the hazard level of 26 mph as averaged for a single full hour of the year.

The existing wind conditions at the project site are considered windy; the average wind speed for all 24 test points is 12 mph.¹⁰ Wind speeds of 14 mph or more occur at six locations and wind speeds of 18 mph or more occur at one location. Thirteen of the 24 locations meet the Planning Code's pedestrian-comfort criterion value of 11-mph. The highest wind speeds in the vicinity (19 mph) occur east of the project site on King Street on the east side of Second Street. The Code's wind hazard criterion is currently exceeded at one location, the northeast corner of Second and King Streets. The total duration of the existing exceedance is about 19 hours per year.

With the project, the average wind speed would increase by about 3/4 mph, to just above 13 mph. Wind speeds in pedestrian areas would range from 9 mph to 19 mph. Wind speeds of 14 mph or more would occur at 10 locations and wind speeds of 18 mph or more occur at 3 locations. Seven of the 24 test locations, six fewer than under existing conditions, would meet the Planning Code's pedestrian-comfort criterion value of 11-mph. The project would eliminate two existing exceedances and add eight new exceedances, while nine of the existing exceedances would continue.

Compared to existing conditions, wind speeds would increase at 11 locations, remain unchanged at 9 locations and decrease at 3 locations. The highest wind speeds in the vicinity (18 to 19 mph) would continue to occur east of the project site on Second Street and in the area east of Pacific Bell Park, as well as west of the project site, at the corner of Third and King Streets. The Code's wind hazard criterion would continue to be exceeded at the northeast corner of Second and King Streets. The project would not create a new hazard criterion exceedance, but would reduce the duration of the existing exceedance from 19 hours per year to 6 hours per year.

Compared to project conditions, wind speeds under cumulative development conditions would increase at 5 points, remain unchanged at 3 points and decrease at 16 points. Under project plus cumulative conditions, the existing exceedance of the Code's wind hazard criterion would be eliminated and thus the criterion would not be exceeded at any of the 24 locations.

The project would not result in an additional exceedance of the wind hazard criterion as set forth in Section 148 of the Planning Code and would likely result in the elimination of the existing exceedance of this criterion in the cumulative condition, thus the proposed project would not result in significant wind impacts. Therefore, this topic will not be analyzed further in the EIR.

¹⁰ The existing setting consists of all existing buildings together with the approved, but yet uncompleted Pacific Bell Park (under construction) at the corner of Third and King Streets and the One Embarcadero South building (under construction) at the corner of Second and King Streets. In addition to the ballpark, the redesigned Giants Ballpark Pavilion building also is included within the existing setting.

7) <u>Utilities/Public Services.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Breach published national, state or local standards relating to solid waste or litter control?	_____	<u>X</u>	<u>X</u>
(b) Extend a sewer trunk line with capacity to serve new development?	_____	<u>X</u>	<u>X</u>
(c) Substantially increase demand for schools, recreation or other public facilities?	_____	<u>X</u>	<u>X</u>
(d) Require major expansion of power, water, or communications facilities?	_____	<u>X</u>	<u>X</u>

The proposed project would incrementally increase demand for and use of public services and utilities on the site and increase water consumption, but not in excess of amounts expected and provided for in the project area, and would not be expected to have any measurable impact on public services or utilities. The project would be undertaken in a fully built-out area of San Francisco, where all utilities and services are currently provided for; no need for any expansion of public utilities or public service facilities is anticipated. Therefore, effects would not be significant, thus this topic will not be analyzed further in the EIR.

8) <u>Biology.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	_____	<u>X</u>	<u>X</u>
(b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_____	<u>X</u>	_____
(c) Require removal of substantial numbers of mature, scenic trees?	_____	<u>X</u>	<u>X</u>

The project site is in a densely developed urbanized area, and is covered completely by impervious surfaces. No trees exist on the site. The project would not affect any threatened, rare or endangered plant life or habitat. The project would not interfere with any resident or migratory species. The project would not result in any significant effects related to biological resources and this topic will not be analyzed further in the EIR.

9) <u>Geology/Topography</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	_____	<u>X</u>	<u>X</u>
(b) Change substantially the topography or any unique geologic or physical features of the site?	_____	<u>X</u>	<u>X</u>

The *San Francisco General Plan* Community Safety Element contains maps that show areas of the City subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3). The project site is in an area of liquefaction potential (Map 4), a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report that assesses the nature and severity of the hazard(s) on the site and recommends project design and construction features that would reduce the hazard(s). To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be ameliorated through the DBI requirement for a geotechnical report and review of the building permit application.

The project site is not in an Alquist-Priolo Special Studies Zone,¹¹ and no known active fault exists on or in the immediate vicinity of the site. The closest active faults are the San Andreas Fault, approximately 8 miles southwest of the project site, and the Hayward Fault, about 16 miles northeast of the project site. Like the entire San Francisco Bay Area, the project site is subject to groundshaking in the event of an earthquake on these faults, although surface rupture at the site is unlikely.

A preliminary geotechnical investigation has been conducted for the project site and is summarized here.¹² The site is located 10 feet above mean sea level. Based on borings made at the site and in the site vicinity, approximately 7 feet of heterogeneous sandy fill underlain by 9 feet of gravel exists beneath the site. Sandstone bedrock was encountered at a depth of 16 feet along Townsend Street. Groundwater was measured at a depth of about 13 feet below street grade on Townsend Street. Along King Street, 19 feet of fill overlying about 15 feet of marsh deposits (Bay Mud) is underlain by approximately 16 feet of

¹¹ California State Department of Conservation, *Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of May 1, 1998*, [http://www.consrv.ca.gov], November 16, 1998.

¹² Earth Mechanics Consulting Engineers, *Preliminary Geotechnical Evaluation, Planned Redevelopment at 151 Townsend Street*, October 7, 1998. The report is on file at the San Francisco Planning Department, 1660 Mission Street, in File No. 99.027.

alluvium. Shale bedrock is found at a depth of 50 feet. The depth of bedrock along King Street ranges from about 40 to 100 feet below the surface.¹³

The project would require use of spread foundations bearing on bedrock and/or piles or piers extending into the bedrock. The geotechnical report also recommends that along King Street, piles should extend 10 feet into the bedrock or to driving refusal. The uppermost five feet of bedrock is expected to be highly fractured and may be excavated with conventional earth moving equipment. Depending on the required depth of excavation, extremely heavy ripping may be required to excavate some of the bedrock. Prior to final design, a detailed geotechnical investigation should be performed, including soils borings and laboratory testing.

Because the project site and adjacent buildings are on filled land, pile driving conducted during construction could induce ground vibration that may result in compaction and compression of artificial fill and the soft Bay Mud, which could result in settlement of the adjacent ground surfaces. In general, any settlement probably would be minor and local in effect as most of the fills and mud have already undergone a good deal of compaction and compression since being emplaced and vibration energy dissipates rapidly in fills. However, potential settlement could result in some damage unless proper procedures are followed, including a pre-construction survey of existing conditions and monitoring during construction. The project sponsor has agreed to follow these procedures as well as others that may be recommended by a California-licensed geotechnical engineer as part of subsequent soils studies (see Mitigation Measure Nos. 3a-3c, p. 32). In addition, the Department of Building Inspection would require that the final geotechnical report address any potential hazards.

The project would not alter the topography of the site. In light of the subsurface investigation and mitigation measures, project effects related to geology and seismicity would not be significant, and these topics will not be analyzed further in the EIR.

10) <u>Water</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Substantially degrade water quality, or contaminate a public water supply?	_____	<u>X</u>	_____
(b) Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	_____	<u>X</u>	<u>X</u>
(c) Cause substantial flooding, erosion or siltation?	_____	<u>X</u>	<u>X</u>

The project site, consisting of an existing building and a paved alley, is entirely covered by impervious surfaces. The project would demolish the existing building and would require further excavation. New construction would cover about the same footprint currently covered by the existing building and would

¹³ The geotechnical investigation for Pacific Bell Park (Treadwell and Rollo, 1997) indicated this range of elevations on King Street between Second and Third Streets.

maintain the existing alley, and therefore would not increase the area of impervious surface on the site. The general drainage pattern of the site would not be altered; site runoff would drain into the City's combined sanitary and storm sewer system. Therefore, neither groundwater resources nor runoff and drainage would be adversely affected, nor would the project result in flooding, erosion, or siltation.

Any groundwater encountered during construction would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance No. 199-77), which requires that groundwater meet specified standards before it may be discharged into the sewer system. Any groundwater pumped from the site shall be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Bureau of Environmental Regulation and Management of the Public Utilities Commission, to reduce the amount of sediment entering the storm drain/sewer lines. The Bureau of Environmental Regulation and Management must be notified of projects necessitating dewatering. That office may require analysis before discharge.

The project is within the Eastside Reclaimed Water Use Area designated by Section 1029 of the Reclaimed Water Use Ordinance (approved November 7, 1991), which added Article 22 to Part II, Chapter X of the *San Francisco Municipal Code (Public Works Code)*. Non-residential projects over 40,000 sq. ft. that require a site permit, building permit, or other authorization, and are located within this area, shall provide for the construction and operation of a reclaimed water system for the transmission of the reclaimed water within buildings and structures. That is, the building would need to be designed with separate plumbing to service uses that could employ reclaimed water (e.g., toilets). The ordinance also requires that owners, operators, or managers of all development projects register their project with the Water Department. The Water Department will issue a certificate of intention to use reclaimed water, and reclaimed water shall be used unless the Water Department issues a certificate exempting compliance because reclaimed water is not available, an alternative water supply is to be used, or the sponsor has shown that the use of reclaimed water is not appropriate. In light of the above, effects on water resources would be less than significant and will not be analyzed further in the EIR.

11) <u>Energy/Natural Resources</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	_____	<u>X</u>	<u>X</u>
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	_____	<u>X</u>	_____

The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations. For this reason, it would not cause a wasteful use of energy, and effects related to energy consumption/natural resources would not be significant. Therefore, energy consumption requires no further analysis and will not be analyzed further in the EIR.

12) <u>Hazards</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	To Be Determined		
(b) Interfere with emergency response plans or emergency evacuation plans?	_____	<u>X</u>	<u>X</u>
(c) Create a potentially substantial fire hazard?	_____	<u>X</u>	<u>X</u>

Phase I and Phase II Environmental Site Assessments¹⁴ were conducted for the site and determined that in addition to an identified abandoned heating or fuel oil tank and an abandoned monitoring well, there is a possibility that there may be several other underground storage tanks and related piping remaining on the site. Contents of the tanks could include heating oil, printing ink, and vegetable oil. In addition, the site appears on two hazardous materials databases, the Registered Storage Tank database (as 155 Townsend Street) and the Hazardous Waste Sites database (as 159 Townsend Street). No analysis of potential asbestos or lead-based paint hazards have been conducted. The potential for effects of the hazardous materials on the site will be analyzed in the EIR.

Evacuation and Emergency Response

Occupants of the proposed building would contribute to congestion if an emergency evacuation of the downtown area were required. Section 12.201(e)(1) of the San Francisco Fire Code requires that all owners of high-rise buildings (over 75 feet) "shall establish or cause to be established procedures to be followed in case of fire or other emergencies." An evacuation and emergency response plan would be developed by the project sponsor to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan to provide for building occupants in the event of an emergency. The project sponsor's plan would be reviewed and approved by the Department of Building Inspection and the Fire Department prior to the issuance of occupancy permits. Additionally, project construction would have to conform to the provisions of the Building and Fire Codes that require additional life-safety protections for high-rise buildings. Therefore, these issues would not result in a significant effect, and do not require further analysis and will not be analyzed further in the EIR.

¹⁴ William Dubovsky Environmental, *Phase I Environmental Site Assessment at Lot 25 Block 3794, 155-165 Townsend Street, 150 & 160 King Street, San Francisco, California*, April 27, 1998. The report is on file at the San Francisco Planning Department, 1660 Mission Street, in File No. 99.027E.

13) <u>Cultural</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific Study?	_____	<u>X</u>	<u>X</u>
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	_____	<u>X</u>	_____
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the Planning Code ?	_____	<u>X</u>	<u>X</u>

Archaeological Resources

The project site is along the historic shoreline of San Francisco Bay, and could contain evidence of prehistoric occupation of the area. Although most known prehistoric sites in the project vicinity are in areas that were historically somewhat inland from the shoreline, a site was discovered in 1986 at Stevenson and Ecker Streets, very near the original shoreline of Yerba Buena Cove. Therefore, the possibility cannot be ruled out that excavation at the project site could uncover prehistoric cultural resources.

Regarding historical land uses, based on the Phase I Environmental Site Assessment¹⁵ performed for the proposed project and on the archaeological survey¹⁶ for Pacific Bell Park, the project site has been the location of a variety of industrial and commercial enterprises since the early days of San Francisco. The project area was home to a thriving shipbuilding industry during the 1850s. By the 1860s, most of the shipyards moved further south, to Potrero Point, and the project site and vicinity were used increasingly for lumber storage and sales to supply the rapidly growing City, along with other warehousing served by ships docking at piers along newly filled land south of King Street and along Mission Creek Channel. The project site itself was part of a concentration of industrial uses north of King Street, and in 1887 was the location of the Pacific Oil and Lead Works, which evidently manufactured linseed and coconut oils for use in the paint industry. Pacific Oil and Lead Works remained at the site in the aftermath of the 1906 earthquake and fire (the project site was at the edge of the area burned), apparently until the current building was constructed in 1946 as a printing plant for the Hearst Corporation's *American Weekly*.

In 1977, in connection with a previous archaeological investigation, borings were placed along King Street, between Second and Third Streets, and revealed "a light scatter of cultural materials which, for the most part, . . . dated to the years between 1975 and 1995." It was further determined that there was

¹⁵ William Dubovsky Environmental, cited in Note 14.

¹⁶ David Chavez and Associates, *Archaeological Resources Assessment for Pacific Bell Park at China Basin, San Francisco, California*, September 1996.

‘no evidence or data to indicate that any part of this section’ contained ‘significant amounts of cultural materials.’”¹⁷

Although the existing building contains a basement, additional excavation would be required to a depth of up to about 18 feet below grade. As noted in Section III.B.9, Geology, the site is underlain by fill, gravel, and bedrock at a relatively shallow depth, particularly towards the north end of the site. Because of the subsurface conditions, the previous excavation at the site, and the relatively limited new excavation proposed, the possibility of encountering prehistoric or historic deposits of cultural significance below the site is limited, but cannot be ruled out, given the site’s location near the historic shoreline and the intensive development of the site since the early days of San Francisco. However, the project includes mitigation (see Mitigation Measure No. 4, p. 32) that is intended to reduce the potential impact to cultural resources to a less-than-significant level. With this mitigation measure, impacts on archaeological resources would not be significant, thus this topic will not be analyzed further in the EIR.

Historic Architectural Resources

The California Office of Historic Preservation Directory of Properties in the Historic Property Data File lists 151 Townsend (an alternative address for 160 King) as having been constructed in 1946. The building is rated “6” on the State Office of Historic Preservation database, meaning that it has been evaluated and determined to be “ineligible for National Register of Historic Places listing.” The building is not listed in Article 10 of the Planning Code and was reviewed as part of San Francisco Heritage’s 1983 survey, but was given no rating.

The project site is located adjacent to the South End Historic District (District). In fact, the project site has clearly been intentionally excluded from the District (the district boundary was drawn down the middle of the block along the eastern property line of the project site), which is likely testament to the site’s lack of individual historic merit. The District includes 73 properties and rights-of-way that extend from (but are not all inclusive of) First to Third Streets to the east and west and Bryant to King Streets to the north and south. The District was created because, unlike most other areas of the San Francisco waterfront, this neighborhood contains an extraordinary concentration of buildings from almost every period of the city’s maritime history. In particular, the District is characterized by a diversity and concentration of warehouse architectural forms developed over a 60-year period, but also includes industrial and mixed-used buildings. The District contains at least eleven properties that are either eligible or have been determined to be eligible for the National Register. The Planning Department’s 1976 Architectural Quality Study did not rate the building. Because the existing 151 Townsend Street (160 King Street) building is not of historic or architectural importance, its demolition would not be considered a significant effect.

¹⁷ Pastron, Allen G., 1977, *Report on the Pre-Construction Archaeological Testing Program Conducted Within the C-2 Contract Area of the Channel Outfalls Consolidation Project*. Quoted in Chavez, 1996, pp. 15-17 (see Note 16).

In light of the above, effects on historic architectural resources would not be significant and will not be analyzed further in the EIR, except as discussed in relation to the visual qualities of the new structure, provided for informational purposes.

C. OTHER	<u>Yes</u>	<u>No</u>	<u>Discussed</u>	
Require approval and/or permits from City Departments other than Planning Department or Department of Building Inspection, or from Regional, State, or Federal Agencies?	_____	<u>X</u>	_____	
D. MITIGATION MEASURES	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1) Could the project have significant effects if mitigation measures are not included in the project?	<u>X</u>	_____	_____	<u>X</u>
2) Are all mitigation measures necessary to eliminate significant effects included in the project?		X		X

The following are mitigation measures related to environmental effects determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures, which are proposed as part of the project, as well as other measures that would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR.

Mitigation Measure 1 – Noise and Vibration

The project sponsor would require the construction contractor to use pre-drilled piles where soil conditions permit, and state-of-the-art noise shielding and muffling devices on construction equipment. The project sponsor would also be required to notify adjacent building owners and occupants, prior to pile-driving and other vibration-producing activities, of the dates and expected duration of such work.

Mitigation Measure 2 – Construction Air Quality

The project sponsor would require the contractor(s) to sprinkle demolition sites with water during demolition, excavation and construction activity twice per day; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material being hauled on trucks; and sweep surrounding streets during demolition and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

Mitigation Measure 3 – Geology

- a. One or more geotechnical investigations by a California-licensed geotechnical engineer are included as part of the project. The project sponsor and contractor would follow the recommendations of the final geotechnical report(s) regarding any excavation and construction for the project.
- b. The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors the adjacent building for damage during construction, if recommended by the geotechnical engineer.
- c. The project sponsor and contractor(s) would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements were detected.

Mitigation Measure 4 – Cultural Resources

Given the location and magnitude of excavation proposed, and the possibility that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. The archaeologist would first determine, in conjunction with the Environmental Review Officer (ERO), whether he/she should instruct all excavation and foundation crews on the project site of the potential for discovery of archaeological resources, and the procedures to be followed if such resources are uncovered.

The archaeologist would then design and carry out a program of on-site monitoring of all ground disturbing activities, during which he/she would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the ERO, and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center of the California Historical Resources Information System at Sonoma State University. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center.

E. ALTERNATIVES

The EIR will analyze alternatives to the project that could reduce or eliminate any significant environmental effects. At a minimum, these alternatives will likely include a No Project Alternative and a Code Complying Alternative. The Code Complying Alternative would not require any exception to Planning Code bulk limits and would therefore result in less office space and/or additional service cores. If applicable, the EIR will also describe any alternatives that have been considered by the project sponsor and rejected, along with the reasons for their rejection.

F. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u>	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* 1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	<u>X</u>	<u> </u>	<u>X</u>
* 2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<u> </u>	<u>X</u>	<u> </u>
* 3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<u> </u>	<u>X</u>	<u>X</u>
* 4) Would the project cause substantial adverse effects on human beings, either directly or indirectly?	<u> </u>	<u>X</u>	<u> </u>

G. ON THE BASIS OF THIS INITIAL STUDY

- I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers , in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

for 
 HILLARY E. GITELMAN
 Environmental Review Officer
 for

GERALD G. GREEN
 Director of Planning

DATE: October 7, 1998

• CHAPTER X

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